

# INLAND



# SEAS

QUARTERLY BULLETIN OF THE  
GREAT LAKES HISTORICAL SOCIETY

VOLUME 3

APRIL ★ 1947

NUMBER 2

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## Twin Strandings at Ludington\*

By THOMAS B. DANCEY

IT IS NOT OFTEN that like disasters strike at the same spot, and within a period of days only, and yet just this did happen at the entrance to the harbor of Ludington, Michigan, in the early days of the present century. The wooden car-ferry steamer *Pere Marquette 16* and the combination passenger and package-freight steamer *Pere Marquette 3* struck the same sand bar while attempting to enter the channel in heavy southerly weather. These twin strandings took place within a period of three weeks and under similar, but not identical, circumstances.

This was before the days of modern harbor improvements. The channel connecting Lake Michigan with Pere Marquette Lake, the latter forming the harbor of Ludington, was not then, as now, protected by great stone and concrete breakwaters. There was no shelter except for the two short wooden piers extending west into Lake Michigan from the harbor mouth. Channels then were not dredged to present ample depths. Neither were the steamers of nearly fifty years ago of the same strength of hull as are the steel giants which have followed them. Their engines were of lower power; their steering gears and other equipment were less reliable. Only the courage and skill of the master mariners and their crews sailing these steamers of yesterday were on a par with those of present days.

The *Pere Marquette 16* cast off her lines and cleared the Chicago, Milwaukee and St. Paul Railroad slip at the foot of Mitchell Street on the Kinnikinnick River in Milwaukee at four o'clock in the afternoon of December 21, 1901. Her destination was Ludington, one hundred miles northeast across the cold winter waters of Lake Michigan. Her cargo consisted of twenty-six loaded railroad freight cars, several of them loads of flour from the great mills at Minneapolis, one of the beer that made Milwaukee famous, three or four of perishable provisions. The balance of the cargo was made up of carloads of lumber, machinery and general merchandise.

\* Much of the data for the above article was derived from old newspaper clippings carried in several extensive scrap books compiled during the early years of this century by Mr. William L. Mercereau of Ludington, Michigan and Dunedin, Florida. Mr. Mercereau was in charge of the marine operations of the Pere Marquette Railway Company from 1899 until 1931, not only on Lake Michigan but on the Detroit River and Lake Erie as well. The writer wishes to thank his longtime friend for the loan of these books and the much valued information gained from them. — T. B. D.



Her captain was wiry George L. Thompson, not large in body, but of much skill, courage and confidence, developed through many years of all-year steamboating on the Great Lakes. The forty-four year old skipper had been with his ship a number of years and knew her well. Previously he had commanded successively the steamers *Colorado*, *Osceola* and *Roanoke*, the first Lake Michigan car-ferries *Ann Arbor No. 1* and *Ann Arbor No. 2*, the schooner *George W. Johnson*, and the steamers *Rhoda Emily* and *George W. Colwell*.

As Captain Thompson headed his ship out of the Milwaukee harbor entrance and shaped his course for Ludington on the east shore, the wind was blowing strong from the southeast and quite a sea was running. He was leaving the weather shore and no doubt expected to run into smoother water as he neared the Michigan coast.

Several hours later the wind hauled and blew with increasing force directly from the south, down the long stretch of Lake Michigan toward the Straits of Mackinac. The sea was higher and the staunch ferry rolled deeply as the forty-five mile an hour gale roared and screamed around her superstructure. The cold winter waves broke against the steamer's starboard quarter with thunderous sounds. The 300-foot craft groaned and lurched on her way, cabins creaking as her 2500 horse-power twin screws forced her through the seething water.

Below in the engine room the engineer kept watch over his twin power plants as the oiler made his rounds on the cat-walks while the ship heaved under him. From the firehold came the clang of heavy fire box doors and the red glow of fires under draft.

On the next deck above, the car deck, the watchman and deckhands were busy keeping the cargo of railroad cars secured, taking up the slack of chains holding down the cars of lumber and machinery, and tightening up on the jacks bracing the sills of the cars against the deck. From time to time as the craft rolled deeply in the trough of a big sea, one of the hundred pound screw jacks would loosen and fall with a dull thud as it struck the heavy oak car deck and men would rush to replace it before a car might become derailed or upset. Yet it was all in a day's work, nothing unusual for a stormy winter run such as car-ferry men have experienced many times each winter since the first rail ferry crossing of Lake Michigan by the old *Ann Arbor No. 1* in 1892.

A good run was being made. About 11 p. m. the lights of Ludington could be seen a point off the starboard bow and the dark shadows of the high clay banks rising along that shore lay to the starboard beam. As Captain Thompson took over the bridge from the second mate, he knew there would be a tremendous sea at the piers. He had made the entrance many times before in even worse weather, and he had

no doubt of the ability of his loved and faithful ship to make it in.

By this time the sea was running directly from the south and to make the piers it was necessary to run due east, placing the laboring ferry in the trough of the waves. At 11:30 p.m. as she approached the harbor entrance at full speed, she rolled wildly and at a point about 350 feet from the piers she dropped into an unusually deep trough and struck a sand bar with great force. The stricken vessel shuddered and trembled with the impact and there was a great roar as the main steam pipe from the boilers to the engine room broke flooding the hold with the live scalding steam. The equipment and furnishings were disordered by the force of the blow. The engines stopped, all lights went out, and the ferry losing steerage way drifted helplessly toward the piers at the complete mercy of the seas. Before anything could be done the *Pere Marquette 16* struck the end of the north pier and careened away. Captain Thompson, knowing that his ship was about to be dashed to pieces, ordered the sea cocks opened and she settled on the bottom in 16 feet of water at a point 100 feet from the pier end.

Stark panic ran through the lightless ship as the engine room crew and those from the firehold raced and struggled to find their way to the promenade deck and escape from the certain death in the steam filled inferno below. Huge icy seas were now sweeping over the decks but the ship was hard on the bottom and immobile. It appeared that she might be broken up by the force of the pounding sea.

A few minutes passed before the crew could be assembled on deck and accounted for. It was then found that Michael Taeff, a coal passer from Chicago, was missing. Chief Engineer Sam Sylvester, who had stood at his post until driven above by the blistering steam, went below in search of the missing man. Taeff's body, scalded almost beyond recognition, was found under a grate in the coal bunker where he had crawled to escape the steam. This had been his first trip aboard the *Pere Marquette 16* and he had not been familiar with the exit passages.

The captain had managed to sound several distress signals with the steamer's whistle before steam pressure failed. Soon after Superintendent Mercereau and Chief Steward Magmer of the *Pere Marquette* Steamship Company, and other residents of Ludington, reached the lake shore and could see the darkened ferry stranded at the harbor entrance. With the heavy sea then running, as well as the floating ice, a small boat could not have lived a minute. Nothing could be done toward taking the men ashore, at least not until daylight.

Through the long hours of the night the crew huddled in the cabins of the beached ferry. The heat had gone with the steam and it was bitter cold. The only light was the dim glow from several oil lamps.



A number of the survivors had burns of varying degrees, several of them extremely serious, and for that reason the suffering from the cold was more intense.

At break of day the coast guard was on hand with life-saving equipment. The first attempt to shoot a line aboard failed when it parted. The next attempt was successful, the line falling across the steamer between the pilot house and the bow. A hawser was soon hauled aboard and the slow work of rescue began. The crew was taken ashore over the turbulent icy water by means of the breeches buoy, one man at a time, until thirty-three living and one dead man were ashore. Only then did Captain Thompson leave his ship in like manner. No passengers were aboard on this fateful trip. The rescue required four hours from the time the first attempt was made to get a line aboard.

From the shore it seemed that the *Pere Marquette 16* might be a total loss. She rested on a sandy bottom in a bank of ice on the shore side, while the still huge combers washed her deck on the weather side. She was badly humped amidships and from her appearance it was thought that her back was broken and her career ended. The ferry was insured with the Inland Lloyds company for a sum of \$160,000.

Immediately salvage efforts were gotten under way. Captain James Reid of Sarnia was called as wreck-master and within several days the tugs *W. H. Meyer* of Milwaukee, *Frank Canfield* of Manistee, *Mann* and *Sport* of Ludington and the *York State* were on the job. Huge pumps had been brought by lake and rail from Milwaukee, Manistee and Bay City.

The work of refloating was rushed as it was feared that should a heavy northwest storm come up the grounded vessel would be pounded to pieces. Under the skilled and experienced direction of Captain Reid, the *Pere Marquette 16* was released within several weeks and taken to Milwaukee for a thorough rebuild and refitting. This work required five months to complete and was done at a cost of \$80,000. She lived to weather many another storm.

The wreck of the *Pere Marquette 16* was hardly secured in the shipyard at Milwaukee before fate threw another vessel of the *Pere Marquette Steamship Company* on the same bar. The 197-foot steamer *Pere Marquette 3* departed from Milwaukee on Friday evening, January 16, 1902, bound for Ludington with 25,000 bushels of barley in her hold and several hundred tons of merchandise on the freight deck. There were nine passengers aboard:

Mrs. Arthur Brennastahl, Detroit

Mr. E. W. Seymour, Manistee

Miss Anna Johnson, Manistee



Mr. Joseph Morris, Manistee  
Mr. W. W. Archibald, Chattanooga, Tenn.  
Mr. A. Seibert, Milwaukee  
Mr. Edward O'Flaherty, Milwaukee  
Mr. and Mrs. Warren A. Cartier, Ludington

Mr. Seymour was the managing owner of another line of Lake Michigan steamers, the Northern Michigan Transportation Company, and Mr. Cartier was then mayor of the city of Ludington.

The vessel was under the command of Captain Frank A. Dority of Milwaukee, a veteran of the Great Lakes. He had received his first command in 1890, the steamer *Osceola* at that time under charter to the Flint & Pere Marquette Railway Company. Later, he sailed the *Colorado* for a short time and in 1892 went to Frankfort where he sailed the pioneer wooden car-ferries of the Ann Arbor Railroad for three years. In 1895 he joined the United States-Ontario Navigation Company and brought out the first Lake Erie car-ferries, *Shenango No. 1* and *Shenango No. 2*, the latter subsequently renamed *Muskegon*, *Pere Marquette 16*. He returned to Lake Michigan in 1897 to sail the world's original steel car-ferry *Pere Marquette* which made its maiden voyage from Ludington to Manitowoc early in that year. Captain Dority, in later years, was to command the passenger steamer *Eastland*. He was not connected with her at the time of the terrible disaster in 1915.

The officers and crew of the *Pere Marquette 3* totaled twenty-nine:

Niel McIsaac, first mate  
D. Thompson, second mate  
George Williams, chief engineer  
Henry O'Hern, second engineer  
William G. Wilson, purser  
William Duff, steward

At about 5:30 o'clock in the morning of January 17, 1902, the whistle signals of a steamer in distress were heard off Ludington harbor. They were responded to by Captain Weckler and the crew of the local life-saving station. A heavy south gale was blowing and upon reaching the beach the life-savers could see the lights of a distressed craft, the *Pere Marquette 3*. She was hard aground on the sand bar 100 feet north of the pier and about 600 feet from the shore. The sea was heavy and there was much floating ice in the vicinity of the harbor entrance. Within fifteen minutes a mortar was hauled to the end of the pier and the first shot carried a line across the steamer's bow. With the coming of the early morning light the breeches buoy had been rigged and the work of rescue began.

The *No. 3* had not yet settled firmly on the bottom and was rolling with the huge waves. With each shoreward roll the hawser from shore to vessel dipped below the surface of the water, making removal of survivors more than usually hazardous. E. W. Seymour was the first to risk the trip and he safely reached the pier end after several duckings in the icy water. Several more men were brought ashore and then came the first woman, Anna Johnson. She had not more than reached the pier when the hawser parted. In spite of her dangerous passage, sometimes over the water and sometimes through it, she turned and gamely waved to those still aboard the grounded ship awaiting their turn to make the trip to shore. A new line was rigged and one by one the rescue was carried on until all were safe. There was no loss of life.

Although the *Pere Marquette 3* was on the same bar that had claimed the car-ferry *Pere Marquette 16* three weeks earlier, the cause of the stranding was not the striking of the bar, but a disabled steering gear. The story is best told in Captain Dority's own words as carried in the *Ludington Record-Appeal* following the disaster:

"We left Milwaukee on time Thursday night with the wind and sea south-southeast. At 4:30 Friday morning the mate called me and as I came on deck I remarked that we had made a fine run before the sea. About this time the wind commenced freshening and hauling to the south. Although it continued to blow harder I had no fear about making Ludington harbor as I have done hundreds of times in much worse weather. As I took my place on the bridge I noticed the wheelsman was having trouble in holding the boat up. She would fall away with a lurch. I attributed the trouble to a green wheelsman and sent another man to assist him.

"All went well until we were about to enter the piers when, losing confidence in my wheelsman, I told the mate to stand by the wheel. He did so just as we were not 20 feet from the end of the south pier and ready to swing into the channel. I gave the order 'hard aport'. But although the mate put his wheel hard over, the rudder refused to answer and the ship continued on her course, heading directly for the end of the north pier.

"I was startled but expected every moment the boat would swing enough to slide inside the pier. At the last moment, seeing the steering gear would not work, I ordered the engines reversed, and we barely missed hitting the pier. In another moment we were pounding on the bar and I ordered the sea cocks opened and the boat was scuttled."

The boat pounded heavily on the bar for about three hours until she finally settled firmly in the sand. The lights continued to burn for almost an hour when the water extinguished the fires under the boilers.



Once again it was necessary to summon Captain James Reid and the tugs to Ludington. The following day the wind had shifted to the northwest and diminished; then the wreckers were able to reach the stranded vessel. She was found to be hung amidships on the bar, with her bow in nine feet of water and her stern in twelve feet, and carrying a heavy starboard list. She was bowed about four feet amidships and it was feared that her back would be found to be broken. Her gangways had been forced in by the power of the seas and the ship was flooded both above and below decks.

Fortunately, fair weather followed and on the ninth day the *Pere Marquette 3* was released and brought to the dock at Ludington. Another violent storm within that time would have sealed her fate for ever. Her arrival in the harbor was well described in the *Record-Appeal*:

The sight as she came into the harbor was one that may not be witnessed again in a lifetime. The tugs *John C. Mann* and *Frank Canfield* were fast moored on the port side and the *Meyer* had hold of her on the starboard side. As they came up the channel the big boat looked like something human which had at last been overcome in its stubborn battle with the elements and was being carried, helpless, by its fellows to a resting place. The steamer had a heavy list to starboard and suggested the thought that she was leaning on the smaller boat for support. To one possessed of the least bit of sentiment, the scene was robbed of the commercialism which has prompted the efforts of the wreckers and become for the moment pathetic and touching.

Three months later the *Pere Marquette 3* returned to her usual cross lake run, following a rebuild in Milwaukee at a cost of \$40,000. Her thirty-three year career was finally ended during the late winter of 1920 when she was crushed and sunk in an ice jam off Ludington.

These twin strandings called to the minds of the older Ludington residents a similar grounding on December 31, 1884, when the *F. & P.M. No. 1*, under the command of Captain Clark, struck the bar at harbor's entrance and broke her main steam pipe. As in the case of the *Pere Marquette 16*, a coal passer was scalded to death. The *F. & P.M. No. 1* was salvaged after thirty days under the wrecking operations of Captain Kirkland of Cheboygan, Michigan.

The misfortune befalling the *Pere Marquette 16* and the *Pere Marquette 3*, within the period of a few days only, sharply focused the attention of officials and the Federal government on the need for a breakwater system at Ludington. This was accomplished in due time, providing Ludington with the safest and best winter harbor on Lake Michigan's east shore.

# Hosea Rogers, Builder of Boats

## PART II

By POLLY TYLER

**D**URING THE CIVIL WAR Captain Rogers was induced to award contracts for the construction of two of his large schooners, the *Alida Jane Rogers* and the *G. G. Cooper*, to the firm A. & D. E. Bailey of Madison, Lake County, Ohio. The lack of timber and the sudden close of the Genesee Valley Canal, by a break, in the fall of 1861, kept back the oak timber which was used in the building of ships and made it necessary for Captain Rogers to go elsewhere to build these two schooners.

Built at the outbreak of the Civil War in 1861 and launched in the spring of 1862, the *Alida Jane*, as she was most commonly called, was a schooner of 340 gross tons, and was named after Captain Rogers' adopted daughter. In 1862 the *Alida Jane* was sold to the Graham Estate in Sandusky, Ohio. From an old newspaper clipping which was found among Captain Rogers' papers the following paragraph is quoted:

"Mots for Mariners, a Resume of Marine Notes, Relating Chiefly to Repairs at the Milwaukee Yard — Sailor, Personals. A representative of the *Wisconsin* visited the shipyard of the Milwaukee Company yesterday afternoon, to see what work either has been or is being done upon vessels there. He found one vessel in dry dock, the canal schooner, *A. J. Rogers*, which is undergoing repairs that will raise her rating to A-2. The improvements embrace new cants and floor timbers forward, pall bits and pall post; 40 feet of new ceiling aft-from keelson to deck; new centre-board box; new stern, transom and sternpost; new cabin, new outside planks on both quarters, new rail, plankshire, stanchions, combings, deck, and new deck beams where needed, also new waist partners, and a thorough recaulking inside and out. The *Rogers* is one of the heaviest and best-built canalers on the lakes, as she has abundantly proved by doing service for sixteen years without a rebuild. The repairs, which are being made under the supervision of Captain Joseph L. Graham, cost fully \$5,000.

Prior to the rebuilding of the *Alida Jane*, \$800 damages were done to her as a result of a squall on Lake Michigan in June 1877. In July of the same year she met with a casualty which cost \$100 and in 1898 went down on Lake Michigan.



The largest schooner, and the best of all built by Captain Rogers, measured in length 143 feet over all, beam 26 2/12 feet, and depth of hold 12 feet. She had a capacity for carrying 22,000 bushels, which, in wheat is a cargo of 660 tons. She, like so many of the others, was substantially built of oak, regardless of cost, in order that she could classify as an A-1 vessel. The cost when completed was \$20,000. Messrs A. and D. Bailey testified that the timber was the best that could be obtained at the time, although three months prior to its use in the vessel it had been in the forest. The rigging, sails, cables, anchors and rollers were purchased from Messrs Provost & Newkirk of Buffalo. A. E. Park of Geneva, Ohio, did the painting, lettering and graining. When she was full rigged and ready to sail, she was launched October 6, 1862, on Lake Erie and christened *George G. Cooper*, named after the well-known editor of the *Union and Advertiser* of Rochester, New York. After the launching ceremonies, she sailed to Chicago under the command of Captain W. C. Harry, an experienced navigator who had also commanded the *Tarry Not* and the *H. S. Fairchild*.

On April 22, 1865, the *Cooper* sailed again for Chicago with the following cargo:

Eight large boxes household goods, 2 tool chests, 3 boxes glass, 2 boxes hardware, 1 box books, 1 box crockery, 2 barrels crockery, 1 cook stove and boiler, 2 parlor stoves, 1 filter, 1 bundle shovels, 1 bundle hoes and rakes, 2 spring beds, 6 bundles bedsteads, 1 bundle table leaves, 1 table, 1 chest, 1 tub & basket, 1 sofa, couch, 3 rocking chairs, 4 sofa chairs, 2 arm chairs, 1 bundle bed slats, 1 bundle hinges, 1 bundle wrenches, 1 bundle rods, 1 democrat wagon, pole, whiffletree and seat, 1 lumber wagon and box making a total weight of household goods 7522 lbs.

Captain Rogers sold the *Cooper* to O. L. Nims of Buffalo for \$22,000 on August 29, 1865. From Captain J. W. Hall's record of Lake Marine, we find that the *Cooper*, loaded with wheat, had an accident on Lake Erie which damaged the hull and cargo costing \$2,000 in October 1877. These schooners were sold for high prices, indicating that they were superior craft, before work was begun on the new vessel.

In November, 1865, Captain Rogers returned to the Genesee River Port, opposite Charlotte, to lay the keel of another vessel of his fleet, the *Samuel T. Atwater*. Thomas Parsons lost no time in commencing to cut the timber, sturdy Genesee oak. And speaking of timber, it seems Captain Rogers had his eye on a particular tree, tall, stately, and just the right shape for the spar of the *Atwater*. Knowing that James Sherry owned the land on which the tree stood, he approached Sherry and inquired the price of the tree. Under no circumstances

would Sherry sell the one tree. He was very happy to sell 30 acres of land upon which the tree stood, however. The deed for the property was recorded January 24, 1865. In due time the tree was cut and seasoned and finally sent to the saw mill for the final touches before going into the construction of the new vessel. In 1903 after all the timber that he could use had been cut, Captain Rogers gave Henry Durand an option on the 30 acres. Not too long after Durand bought the land and deeded it to the City of Rochester for park purposes. Today that same 30 acres is part of Durand-Eastman Park.

George Hardison, formerly an associate of George Steers, a noted shipbuilder, was the *Atwater's* master builder. He was paid for building the schooner, including all his work, from November 1, 1865, to May 1, 1866, when the last payment was made, \$6814.65. Work progressed through the fall and winter months, and true to form the vessel was launched on Saturday afternoon, May 10, 1866. It was a fine schooner of 322 gross tons, costing \$30,000 and having a capacity for 22,000 bushels of wheat. She spent most of her time sailing on the Upper Lakes.

Captain Rogers named his vessel in honor of Samuel T. Atwater of Buffalo, formerly connected with the firm of Atwater, Ruden & Co., prime and dock forwarding commission merchants. Captain Harry, a skillful and successful lake navigator, who commanded the *G. G. Cooper*, had charge of the *Atwater* on her maiden voyage. On May 21, 1867, Captain W. P. Wells became commander.

From an old account book of Captain Rogers, the following items have been added to give some idea of the necessary expense in building a schooner:

November 1, 1865	Cash for express charges on model	\$ 2.00
1	Cash for wrought nails	2.00
1	Cash for nails	2.00
9	Cash for charges on freight	41.20
28	Cash for firm at Buffalo	1603.31
28	Cash paid Parsons (lumber)	600.00
December 1	Cash for saw	2.50
15	Cash for lead, oil	3.00
20	One load hay, Parsons	14.69
20	Cash for files	1.00
28	One load hay, Parsons	16.25
29	Cash for one bag lead	1.50
January 6, 1866	Cash for saw and blocks	12.50
10	Cash for salt	84.60
10	Cash for ship at P.	235.50
20	Cash for one whip saw	5.00
24	Cash for Shepard, of iron works	1.50



January	24, 1866	Cash for cargo on same . . . . \$	5.00
February	17	Cash for lumber . . . . .	52.23
March	7	Cash for lumber . . . . .	5.80
	7	Cash for nails . . . . .	10.60
	7	Cash charges . . . . .	.69
	7	Cash paid for 127 . . . . .	225.00
	17	Cash paid charges on whd. . . . .	14.28
	21	Cash for iron . . . . .	51.72
	23	Cash on Ded. N. Y. . . . .	1.55
	23	Cash for lumber by bill . . . . .	6.36
	24	Cash for oil and paint . . . . .	9.65
	28	Cash for charges on blocks . . . . .	15.57
	28	Cash for Blocks, N. Y. . . . .	619.00
April	8	Cash for one gal. oil . . . . .	1.65
	8	Cash paid Provost . . . . .	150.00
	8	Cash paid Neuman Scofield on acc't.	
	Apr. 12	. . . . .	352.29
	12	Cash 3 kegs spike nails . . . . .	22.50
	12	Cash freight, Buffalo . . . . .	16.17
	12	Cash freight, Buffalo . . . . .	1.55
	14	Cash paid Parsons . . . . .	600.00
	14	Cash charges on anchor chains Buffalo	23.44
	14	Cash for lumber . . . . .	22.50
	14	Cash paid Neuman Scofield on account	3043.16
	14	Cash carting charges anchor & chains	24.09
	18	Cash for mouldings . . . . .	16.24
	18	Cash for iron . . . . .	5.46
	18	Cash paid Parsons . . . . .	700.00
	18	Cash paid C. W. Harry . . . . .	50.00
	21	Cash for nails . . . . .	2.44
	23	Cash for lumber for bulworks . . . . .	24.69
May	5	Cash for burners . . . . .	350.99
	13	Cash to Capt. W. C. Harry . . . . .	100.00
	10	Cash for gas pipes . . . . .	7.00
	10	Cash for freight . . . . .	.50
	10	Cash paint . . . . .	31.04
	10	Cash for charges, Buffalo . . . . .	10.76
	10	Cash locks and nails . . . . .	4.50
	10	Cash paint . . . . .	107.56
	14	Cash for boat . . . . .	105.00
	14	Cash for moulding . . . . .	3.50
	14	Cash for planing lumber . . . . .	11.70
	14	Cash for paint . . . . .	1.50
	14	Cash for casting stove pipes . . . . .	3.00
	16	Neuman Scofield bill . . . . .	41.79

May	18, 1866	Cash paint bill . . . . .	\$ 18.00
	18	Cash for cargo . . . . .	7.20
	18	Cash for tallow moulson . . . . .	5.75
	18	Cash for tallow (20 pounds) . . . . .	2.50
	25	Cash Captain Harry . . . . .	100.00
	26	Cash Captain Harry . . . . .	200.00
	26	One lamp . . . . .	1.75
	26	Cash for tin work per bill . . . . .	3.75
	26	Cash for vessel papers . . . . .	114.87
	26	Cash for bedding . . . . .	18.87
	26	Cash for furniture . . . . .	69.00
	26	Cash for one table . . . . .	7.50
	26	Cash for furniture . . . . .	83.25
	26	Cash for charges . . . . .	1.00
	26	Cash for glass . . . . .	.50
	26	Cash for supplies . . . . .	18.65
	26	Cash for 1 barrel flour . . . . .	16.50
	26	Cash for 11 bushels potatoes . . . . .	11.00
	26	Cash for 2 shoulders 34 pounds . . . . .	5.44
	26	Cash for pork (100 pounds) . . . . .	20.00
June	5	Cash for beef . . . . .	38.21
	5	Cash for canal . . . . .	75.00
	5	Cash for towing craft . . . . .	60.00
	5	Cash for manila rope . . . . .	875.57
	5	Cash for burners . . . . .	26.53
	5	Cash for paint bill . . . . .	10.04
	5	Cash for fields bill . . . . .	40.56
	5	Cash for Provost on sails . . . . .	1505.05
	5	Cash E. Bond, paint bill . . . . .	40.40
	5	Cash paid Parsons . . . . .	1000.00
	5	Cash for pumps . . . . .	22.00
	5	Cash for drilling . . . . .	6.00
	5	Cash for Provost . . . . .	500.00
	5	Cash Neuman Scofield . . . . .	500.00
	5	Cash paid Parsons . . . . .	625.00
July	25	Cash paid Neuman Scofield . . . . .	251.40
	25	Cash paid Provost . . . . .	635.95
Total			\$16399.37

(This article will be continued in the next issue of INLAND SEAS.)



# *The United States Shipyard On the River Rouge*

## PART II

By F. CLEVER BALD

THE SCHOONER of seventy tons burden, under construction at the River Rouge yard, was launched in the fall of 1800. She was named the *Tracy* for Senator Uriah Tracy of Connecticut, who visited Detroit in September while on an official journey to Mackinac. By the spring of 1801 the schooner was ready for service. She sailed with Captain John Connolly in command, William Steers, mate, and a crew consisting of one sailor and ten soldiers detailed for special duty. Captain Peter Curry seems to have been inactive during this season, for John Williams was captain of the *Adams*.

During the summer of 1802 Lieutenant Henry B. Brevoort came to Detroit as commander of the United States ships on the Upper Lakes. He was an army officer but he had had experience as master of boats on the Ohio and the Mississippi Rivers. The Secretary of War, Henry Dearborn, recommended him as "a man of integrity and great industry." He was under the orders of Colonel John Francis Hamtramck who was commandant at Detroit. Brevoort was master of the *Adams*, but the *Tracy* was also under his command. These two ships formed the United States Navy of the Upper Lakes. Because of his position Brevoort was generally called Commodore.

There was another commodore on the American side of the river — Alexander Grant, who lived in his "castle" at Grosse Pointe. He was in command of the British Navy of the Upper Lakes which also consisted of only two ships, the snow *Camden* and the schooner *Maria*. Grant also was called Commodore.

It seems almost incredible that the commander of a foreign navy should live on American soil. The only explanation is that Grant was living on his farm when the American occupation occurred, and, although he and his wife talked about crossing the river, they never did. He remained in the "castle," managing his farm, occasionally going down to Amherstburg, the headquarters of the fleet, and to York, now Toronto, for meetings of the Executive Council of Upper Canada, of which he was a member. Although the British naval officers complained

about the distance of his residence from Amherstburg and the consequent inconvenience to them and to the service, the Commodore remained at Grosse Pointe. Not until January, 1812, shortly before hostilities began between the United States and Great Britain, was he relieved of his command on account of his advanced age. He died on May 8, 1813.

In the spring of 1803 Secretary Dearborn ordered the *Adams* sold. President Jefferson's policy was for economy in government expenditures, and both the Army and the Navy were reduced to the barest requirements. The *Adams*, however, was not sold. When the auction was held, the highest offer was \$2300 for a ship which John Askin estimated had cost from £8,000 to £10,000. And so the government bid her in, and she remained under the command of Lieutenant Brevoort.

A War Department order of March 9, 1803, directed Colonel Hamtramck to establish a fort at the mouth of the Chicago River. As a result, Lieutenant James S. Swearingen of the Artillery set out with a detachment of troops by way of the old Sauk Trail, now United States Highway 112. Captain John Whistler, who was designated commandant, sailed for the new post, with his family, on the *Tracy*. Captain Whistler built Fort Dearborn and was in command there for seven years. Thus Chicago owes its beginning to a garrison from Detroit, and a ship built at the River Rouge yard played an important part in the founding of the second largest city of the United States.

No other ships than the *Adams* and the *Tracy* are known to have been built at the River Rouge yard. It was used, however, when they needed repairs, and both vessels were laid up there for the winter season. In 1805 Captain Peter Curry was master of the *Tracy*. A year or two later the government sold her to a private owner, and in 1809 she was wrecked on the Fort Erie reef, near the Canadian shore, opposite Buffalo.

Michigan Territory was established by act of Congress in 1805. When Governor William Hull arrived at Detroit on July 1, he was shocked to find that the town had been completely destroyed by fire on June 11. The Governor, Judge Frederick Bates, and Judge Augustus B. Woodward took all possible steps to relieve the distress of the inhabitants. The fire presented an opportunity for a new town laid out on a grander scale than the old one, which had been constricted by the encircling palisade. Judge Woodward prepared an elaborate plan, and a surveyor was engaged to mark out streets and lots.

In order to put the plan into execution, action by Congress was necessary; and so Governor Hull embarked on the *Adams* in October, 1805, en route to Washington. Soon the brig encountered a storm.



Finding that she was in danger of foundering, Captain Brevoort returned to Detroit. Governor Hull reported that the ship was "defective in many parts" and that extensive repairs were necessary.

Repairs must have been made at the River Rouge yard, for the *Adams* continued to ply the Upper Lakes, carrying military supplies, and merchants' goods for hire, when there was space to spare. Dr. Milo M. Quaife, in his article "The 'Old Brigg *Adams*,'"\* tells of the varied cargo which this warship carried to Mackinac from Detroit during the summer of 1810. It included nine kegs of butter belonging to Captain Brevoort; one hat for Joseph B. Varnum, government agent in charge of the Indian trading store at Mackinac; and thirteen barrels of flour, twenty of salt, six of vinegar, a rifle and a set of harness for Dr. Mitchell. For Michael Dousman, there were two kegs of tobacco; and for Whitmore Knaggs, three barrels of flour, a barrel of whisky and a barrel of apples.

On this voyage the *Adams* carried also a large consignment of merchandise for John Kinzie at Chicago: "ten barrels of flour, two of salt, five kegs and two boxes of 'sundries,' two boxes of balls, one case and one bale of unknown content, and one piece of bar iron." Besides, the brig must have been laden with military stores and provisions for the garrisons at Mackinac and Fort Dearborn. The cargo on the return voyage to Detroit consisted almost entirely of products obtained from the Indians: packs of furs, barrels of maple sugar, a bale of juniper berries, and bundles of mats.

At this time Great Britain was engaged in a life and death struggle with Napoleon. In an attempt to starve her enemy and to man her warships with competent sailors, she interfered with our seaborne commerce and took men from the decks of our merchant vessels. These actions so irritated American public opinion that there was great danger of war between the United States and her former mother country. Besides, the agents of Great Britain in the West were supplying the Indians with arms and ammunition with which they attacked frontier settlements.

The brig *Adams* was the only United States war-vessel on the Upper Lakes. If war came, on her alone would fall the burden of maintaining water communication between Fort Dearborn, Fort Mackinac, Detroit and the East. During the winter of 1811-1812, she was laid up at the shipyard on the River Rouge for repairs. With the actual outbreak of hostilities not far in the future, Canadian officials were watching the *Adams*. On January 11 Colonel Matthew Elliot informed Major

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\* *Burton Historical Collection Leaflet*, Vol. II, No. 4.

General Isaac Brock that the brig, which then carried fourteen guns, was being overhauled.

The work must have progressed slowly for, although General Hull reported to the Secretary of War on July 14 that the *Adams* had been launched ten days before and that he would hasten her completion, on July 30, Colonel Henry Procter informed General Brock that she was not yet ready for service. At this time the war had been in progress for nearly a month and a half.

The *Adams* should have been carrying reinforcements and supplies to Mackinac and to Fort Dearborn. Already, however, it was too late, for on July 17, Lieutenant Porter Hanks, commandant at Mackinac, unaware that war had been declared, was compelled to surrender to an overwhelming force of white men and Indians. At Fort Dearborn Captain Nathan Heald, obeying General Hull's orders to retire to Fort Wayne, led his tiny garrison of sixty men with their women and children out of the stockade on August 15. Attacked by savages, only one-third of them escaped.

One day later, on August 16, General Hull surrendered Detroit, and the brig *Adams* was seized at the shipyard on the River Rouge. The British commander described her as "a fine vessel and recently repaired . . ." Quickly armed and put into service, the brig, which was renamed the *Detroit*, sailed down the river bearing officers and men of the Fourth Regiment, United States Infantry, who were prisoners of war.

When the *Detroit* reached Fort Erie, on the Canadian side of the entrance to the Niagara River, she anchored beside the *Caledonia*. This ship, it will be remembered, had been built by Angus Mackintosh on the River Rouge for the North West Company. Now armed with cannon and manned by British seamen, she was a unit of His Majesty's Navy.

At Black Rock, on the American shore opposite Fort Erie, Lieutenant Jesse D. Elliott of the United States Navy was attempting to fit out a fleet to drive the British from the lakes. The presence of these two ships suggested to him an audacious scheme — he would capture them, thus reducing the strength of the enemy and increasing his own.

Immediately he began to put the plan into execution. Gathering a force of one hundred men — both sailors and soldiers — he manned two boats, and at one o'clock in the morning set out for the British shore. Slipping alongside the ships in the darkness, Elliott's men swarmed aboard, and by three o'clock the *Caledonia* and the *Detroit* had been captured.

As soon as the British learned what had happened, they opened fire on the vessels from the guns of Fort Erie. The *Caledonia* slipped away

and reached the American side, but the *Detroit* was not so fortunate. Lieutenant Elliott, who had taken command, tried to swing his ship out into the lake; but as the wind was light, he soon found himself being carried down the Niagara River by the swift current. Forced to cast anchor, and subjected to a heavy fire of grape, canister and solid shot, he brought all his guns to bear on the batteries of the fort which were pounding the ship to pieces. He was unable to silence them, however, and the cannonading continued. Attempts to attach lines from the American shore having failed, Lieutenant Elliott cut his cable and drifted down the river until the *Detroit* ran ashore on Squaw Island. There was nothing he could do now but abandon the brig and escape by boat to the American shore. During the morning cannon from both sides of the river battered the stranded ship until she was a useless hulk. Thus the brig *Adams* was destroyed not far from where the *Tracy*, three years before, had struck a reef and sunk.

The *Caledonia*, which also had been built on the River Rouge, but not in the United States Navy yard, was now safe in American hands. Lieutenant Elliott was not able to attack the British fleet in 1812; but the next year Captain Oliver Hazard Perry built some ships at Erie, Pennsylvania, bought others and sailed out to take control of the Upper Lakes for the United States. Everyone knows how he destroyed the British fleet in the Battle of Put-in-Bay, September 1, 1813. One of his ships in that engagement was the *Caledonia*, which Lieutenant Elliott had captured the year before.

The United States had control of the Upper Lakes for the moment, but, after the Treaty of Ghent, there was nothing to prevent Great Britain from building a superior fleet. This action probably would have resulted in an expensive ship-building race between the two nations. Common sense dictated a better plan. In 1817 the Rush-Bagot Agreement provided that neither the United States nor Great Britain would maintain warships on the lakes.

Although there was no further need for a shipyard, the government retained title to the tract on the River Rouge. In 1823 John Biddle, register of the Detroit Land Office, suggested that it be sold. Finally, on March 12, 1827, a proclamation issued by President John Quincy Adams announced the forthcoming sale of the shipyard, along with other parcels of land, at Detroit on the third Monday of June.

Meanwhile, however, the shipyard was offered to the University of Michigan as a part of the two townships which Congress had granted for the support of that institution. Although it contained only 586 acres, fifty-four less than a section, the trustees agreed to accept it as a whole section, and so the old shipyard became the property of the



university. Individuals purchased the land, and Woodmere Cemetery was later laid out on part of the tract.

The old shipyard on the River Rouge has been forgotten these many years; the *Adams* and the *Tracy* went to their final resting place more than a century ago. Perhaps, however, in spirit they sometimes visit their old birthplace.


Late at night when fog envelops the countryside, eerie shapes appear in the dim glow of shrouded headlights on West Fort Street in Detroit near the River Rouge. A belated traveler declares that on one occasion as he approached the stream, he saw a square-rigged vessel of ancient design with all her canvas spread, bearing down on the bridge across the Rouge. The bridge did not open, but before his startled gaze the vessel glided through unharmed. It must have been the old brig *Adams*, or perchance the *Tracy*, sailing out from the shipyard for a midnight rendezvous with the ghosts of other gallant ships that have plied the Upper Lakes.

## *Boy at Thunder Bay*

(LAKE SUPERIOR)

By WADE VAN DORE

He was a giant, and his ears were caves  
To hear the speaking of its tilted waters;  
The vision in his eyes had borrowed stars  
To trace the motions of its majesty.  
Within the shadow of a leaning cliff,  
He also leaned, that he might better see  
Black-headed clouds bend forward to assail  
The ring of mountains stacked in Thunder Bay.  
He was a giant, certain of his stand.  
So there before a presence clothed in waves,  
He let his dreams of youth fly far away  
Like birds that, though confused, were better free.  
Then did he quickly turn about to face  
The storming joy of manhood's storming dream.



# *A Seventeen Year Old Looks at the Lakes*

By THOMAS ANDREW SYKORA

*The Editor of INLAND SEAS takes pleasure in presenting this diary of a Lakewood, Ohio, High School boy who spent last summer, and the one before it, on a bulk freighter. We know it will be of interest to men who followed the lakes when a sailor's life was very different from what it is today, and to those who follow it today. We suspect, also, that it will interest parents who have wondered about letting their youngsters spend the summer on the lakes.*

## PART I

**S**UNDAY, JUNE 16. Drove through terrible wind and rain storm on the way home from Kelley's Island and Put-in-Bay. Stopped at the Lorain ship-to-shore telephone station to see if I could learn where my steamer was, but I couldn't reach the captain because of static. On home for supper, then got the 11:55 p.m. train for Buffalo. Arrived at 3 a.m. Monday, June 17, and took a taxi to the Wickwire Plant on the Niagara River, but the ship wasn't in. The guard told me to lie down in the waiting room. I slept till 5 a.m. The ship got in at 7:30. I went aboard and met the captain. He said, "Welcome back," (I worked for him last summer) and told me I'd be a deckwatch. Then I was shown the stateroom I'm to have with another fellow. The stateroom has a doubledeck bunk, linoleum on a steel floor and two big closets with locks on them. A wash basin, too. Then I went to the galley and ate seven pancakes along with many other things. They sent me to bed till 4 p.m. when my four to eight watch began. We unloaded the ore till about 8 p.m.

**TUESDAY, JUNE 18.** Arrived at Ashtabula and loaded half a cargo of coal, then on to Cleveland for the other half. Lake Erie is really rough. Some waves are going over the deck. We're in the trough and she rolls something terrible. It's raining, too.

**WEDNESDAY, JUNE 19.** Up the Detroit River and past Detroit at 5 p.m. The mail boat brought me one letter. The sun is out and it's a beautiful day. There is still a stiff breeze. In Lake St. Clair a beautiful yacht kept following us broadside. Listened to the Louis-Conn fight.

THURSDAY, JUNE 20. It's been raining all day. We couldn't paint on deck. During the afternoon watch I scraped in the dunnage room and painted the front walls of the newly built deckhands' and deck watches' staterooms. The dunnage room is full of supplies of all kinds, spare cables, hemp, etc.

FRIDAY, JUNE 21. We passed through the Straits of Mackinac about 1 a.m. I slept through the whistling which is done every time we pass a light. The ice breaker *Mackinac* passed our stern early this morning. The lake is very choppy. There is a very stiff wind. There are large herring gulls all over the place. Painted and scraped some more in the dunnage room. It's too cold and wet to paint on deck. This sure is a lousy day for the first day of summer and the longest of the year. We received clean linen today and also cleaned out our rooms.

SATURDAY, JUNE 22. Arrived at the Milwaukee breakwall at 4:36 a.m. Everything has to come on my watch. Got a tug and went up the river for about an hour. After watch was over I went up town, got postcards and saw a show. At 7:30 the eight to twelve deckwatch told me to go on up to town. That was swell of him. Got back and into bed at 11 p.m. Four and a half hours sleep today. When I got up at 3:30 a.m. we had just cleared the breakwall. The watchman and I have to wait for the sun before we can rinse down the decks. The sunrise is beautiful. It looks just like an evening's sunset. I am so tired today I can hardly pick up the hose for rinsing.

Entered the "Door" — on the way into Green Bay — at 5:30 p.m. Went to eat and after I finished I walked out on deck when all of a sudden a great wind hit us. In the bay it got so bad the boat was rolling to a 30 degree angle. We had to put all the clamps on the hatches. The assistant engineer said it was the worst storm he had seen in years. There was a tug and barge broadside to us about three miles away and they disappeared around a point of land, getting out of the wind, probably. The captain had two wheelmen up there trying to get our course. They had the rudder turned for twenty minutes, but it wouldn't budge the boat. It just made the whole ship go sideways. When we got opposite Escanaba, we turned and followed the storm right into the breakwall. The waves were so high they broke on deck even though we were going light. That was the worst rolling I've ever seen on a ship of this size. One porter started to whistle to get the storm off his mind. When the captain heard him, he told him to stop but Fred thought he was kidding. (There's a superstition that if you whistle during a storm it will bring more wind. You shouldn't whistle at all, anyway.)



Arrived at Escanaba at 10 p. m. Met the *Hennepin* going out. The *LaSalle* is still here and she is loading ore. She's been here three days. I walked around and went up to Corbett's Corner. It was pretty dead because of Sunday. The end of a *quiet* Sunday.

MONDAY, JUNE 24. I didn't do one thing during watch this morning. It's a cool, quiet, rainy morning and they didn't load any ore because it wouldn't slide down the chutes. The rain stopped at 9 a.m. and they began to load the ore. It's in real big chunks, easy to unload. The *LaSalle* left at 10 a.m. and we left about noon. Cleaned out the winch boxes in the afternoon watch and scraped the wooden doors aft. *LaSalle* kept at some distance from us all day. I sewed all my clothes that needed repairing. The boat kept a steady roll all day. The water here is really deep and it must be the after effect of the terrible storm we had yesterday.

TUESDAY, JUNE 25. Went through the Straits about 1 this morning. The whistling woke me up. Scraped under the pilot house most of the watch. Didn't see much today. The sunrise was beautiful, though. All the white parts were painted on deck today. Wrote some letters tonight. The lake is just a little bit choppy. There's a pretty stiff breeze, though. We can still see the *LaSalle*.

WEDNESDAY, JUNE 26. The self unloader *Munson* (Bradley), a limestone carrier, followed us down Detroit River until we reached Lake Erie. Then she shot past us. Arrived at Toledo at 12 noon and slept until 3 in the afternoon, then walked around the C. & O. docks there. Didn't do much at all on my watch. Got unloaded at 6:30 and had to wait an hour for the *Joliet* to get loaded before we could move into position to take on our coal. As soon as I was off watch I went ashore. The captain said I should be back by 1:00 and I was, but we didn't leave till 6 a.m. Today was the hardest I've worked yet. We loaded coal right at the same dock where we left our ore.

THURSDAY, JUNE 27. Left Toledo at 6 a.m. The shovelling and rinsing down was pretty tough. One reason was lack of sleep, I guess. Entered the Detroit River at 9 a.m. The *Armstrong*, Captain H. C. Inches, passed us and the two captains yelled to each other. That boat does about twelve knots. The *Champlain* passed us also. Two automobile carriers were on their way to some Lake Erie port. They're nice looking boats with deckloads of new shiny automobiles. Two men came aboard from Detroit on the express boat, *The Westcott*, to install the gyro compass. They had large color cameras with them and were taking pictures. Met the steamer *Put-in-Bay*, which isn't very crowded today. Passed Detroit at 10 a.m. Received one letter. We saw a Canadian corvette being reconverted at Windsor. She's a mess now.

During the afternoon I painted the overheads under the pilot house. That's a good place to work on the rivers. You can see everything as you are passing by. We passed the self unloader *U. S. Gypsum* which ran aground three days ago. The cutter *Mackinaw* had a towline attached but they weren't doing anything. The *Gypsum* is listing quite a bit. Passed Port Huron at 7:45 p.m. and the lightship at 8 p.m. We'll reach the Soo about 8:00 tomorrow. The watchman said a tornado hit Detroit right after we passed, but we don't believe him. He said tops of buildings were blown off. He scared everybody for about an hour till we could get a news broadcast on the radio. The captain was feeling good today. He saluted everyone he knew while going up the river.

FRIDAY, JUNE 28. Cleaned up dunnage room which was some mess. It was the first time in three days. Washed down the boat deck and fantail. Scraped the after cabins in the afternoon watch, getting ready to paint them. Passed Detour at 4:45 p.m. The river sure looks and smells beautiful. We arrived at the Soo at 10:15 so I stayed up until then. It's pretty misty tonight. Entered Number 4 lock. Cleared locks at 11:00.

SATURDAY, JUNE 29. Woke up in a cold room this morning. There is a terrible fog. They've been blowing that whistle all day. At some times we couldn't even see the midships. It's like a heavy smoke. They kept her blowing although we didn't hear one other ship all day. I heard over the ship radio that there are a lot of ships anchored in Whitefish Bay waiting to enter the locks. There was another tornado at Detroit we found out from the paper we got at the Soo. A couple of ships ran aground and a tug sank. Arrived at Marquette at 3 p.m. but had to drop anchor till 7:00. The captain was considering going to Superior, but the fog lifted and we started to unload. There's only one coal bucket and it's pretty slow. Went up town (it's right up hill from the dock) and wrote some postcards. Back at 11:30 and in bed by 12:00.

SUNDAY, JUNE 30. It was messy weather this morning. Sounded the tanks for thirty-five minutes. The ship has four of them for water ballast and it's some job, letting the long sounding rods down the pipes and hauling them up again so they can let water in or pump it out to make her trim right. That's about all on morning watch. Unloading was held up a lot because of rain. Beside the downpour it was foggy. Left the coal dock at 2 p. m. and arrived at the ore dock at 3:00. Again I sounded tanks straight through my watch. The ore is a beautiful red and it's pretty fine. The fog lifted and settled all afternoon. The steamer *Michigan* left for Cleveland about 5 p.m. She's a pretty fast boat, about 11 knots loaded. I hear she's due at the same dock we are at

Cleveland. We cleared Marquette at 6:30 and ran into another terrible fog. The sun is shining bright through the mist and there's a beautiful sunset. The odd work today was mighty tough. It's just another of those hard days.

MONDAY, JULY 1. Rinsed down the deck as soon as it got light. Entered Whitefish Bay at 10:00 and I stayed up for the locks again. Arrived at 11 a.m. Boy, was it cold this morning, and there was a stiff wind. The lake is like ice. We had to wait at the locks for three boats to go through. A lot of the newer freighters came out going up. The *H. H. Brown* passed right by us. In the afternoon we scraped in the windlass room and painted up the walls. Got paid today (\$76.90). That's a good sum for the time I've been on here. A passenger boat passed us early in the evening. Washed out my clothes since we worked yesterday. They're getting the second mate's room ready for the equipment for the gyro compass. Lake Huron is pretty choppy tonight.

TUESDAY, JULY 2. Port Huron at 2 p.m. The river and sky are beautiful. Saw the tug *America* on her back (turned over while towing the *U. S. Gypsum* off at Stag Island. It sure is shallow there — about ten feet of water. Cleaned the captain's life raft on the forecastle. Rinsed the white part of forward superstructure and soogied the deck. Met the *Saracen*. Her sides are all scratched up. Arrived at Lake St. Clair at 8 p.m. Everything is timed right going down the river. Passed Detroit at 9:00. There were plenty of pleasure boats out tonight. Received two letters. Just found out that Leathem Smith was drowned at Sturgeon Bay. I'm pretty sure we saw his yacht when we were going in to Escanaba. We ran into that same terrible storm. Our orders were changed to Buffalo because the *Michigan* went to our dock in Cleveland.

WEDNESDAY, JULY 3. It was a beautiful morning. Lake Erie is just right (the weather). Jim showed me where Cleveland was and we saw the top of the Terminal Tower indistinctly. We've been getting closer to some old Canadian package freighter all morning. She sure is slow. Met the steamer *Greater Buffalo* about 4:30 a.m. She was all lit up. We put oil on the screw clamps for the hatch covers. Filled the water tanks for the Buffalo stay. Painted the dunnage room walls. Also we had a fire drill. The lake is just like glass and it's boiling hot. Hardly any breeze at all. The steamer *Greater Detroit* passed us on her way to Buffalo. She leaves Detroit at 5:00. The Canadian package freighter is now out of sight except for a stream of smoke on the horizon.

THURSDAY, JULY 4. This was the worst Fourth of July I've ever had. Worked today in a stinkhole (Republic Steel) on the Buffalo River. Went up town at 9:00 and came back at 2:00. It sure was terrible in the hole today. The temperature was about 90° and the fumes from



everything were awful. At times I couldn't get my breath, they were so thick. These two unloaders are very old and plenty slow. We've been here nineteen hours. It's heavy bulk ore. Saw some fireworks in the evening. Half the men came back drunk. It sure was a riot watching them walking around the deck with open hatches waiting like mouths for one to fall in. It's a miracle no one got hurt in this hole. It's the worst dock on the lakes and it stinks. Oh, well, the end of a "perfect" Fourth of July.

FRIDAY, JULY 5. Arrived at Huron about 6:30. Met the *Alabama* on her way to Cleveland. It's the first time I've ever been to this town. I got everything ready for the port side (heaving lines, landing chair, snap line, gearing of the winches and getting cable pulled from the drum.) Captain took her up to the coal dock. Then we turned her around. Spent about forty-five minutes doing that. There used to be a ferry that took you into town from the docks but it isn't running so we had to walk about a mile on the main highway (Route 2).

SATURDAY, JULY 6. Entered river about 6:00 a. m. The *City of Detroit* passed us but had to check her engines just as we were entering the river. We had to rinse the whole boat down again. It was done on the twelve to four watch, but it was too dark and wasn't such a good job. It sure was hot in the river. I stayed on deck and got a burn. Received three letters and some newspapers. We had to check at Stag Island to keep from making a wake. The *America* is about half out of the water. We met one of the tankers that was used on the ocean during the war which is now back on the lakes. Boy, it's awfully hot. No breeze at all until we passed the lightship. Now the lake's getting a little choppy. Cleaned up the room and took a good bath.

SUNDAY, JULY 7. Woke up real tired. I rigged a horse and a pail to sit on and wrote three letters. This certainly is a beautiful Sunday. Just sat around and got sun burned on my morning watch. We met the *Captain John Roen* (the old *George M. Humphrey*) and I went up to the pilot house and looked at her through the company's ten power \$200 field glasses. Met the *Red Crown* also. (Standard Oil.) There was a lot of log reading going through the Straits. One of my jobs is to report the mileage when we pass each light and there are a lot of them.

(This article will be continued in the next issue of INLAND SEAS.)

# *Snake Stories of the Lake Erie Islands*

By P. W. McDERMOTT

AT LEAST TWICE during the last 50 years sea serpents have been reported off the Lake Erie Islands. In 1931, two enterprising gentlemen exterminated the last one by exhibiting, for a modest fee, a python purported to be it. Now, it seems that sea serpents can survive the cynicism of journalists and even the anathema of science, but loss of amateur standing is fatal. So, until a coy kinsman, or a reasonable facsimile, appears to clear the family honor, the inland sea serpent fancier must keep a closed mind on the subject.

The truth is, though, that if there are sea serpents anywhere in the world — or out of it — there ought to be a few about the Islands. For until some time after the War of 1812, the "Isles aux Serpents" had such a reptilian reputation that anything slithery, of any dimension, might have been spawned there. The accounts here recorded do not make much of size, but such is the emphasis on quantity that the reaction of the incredulous is apt to be much the same.

Father Charlevoix, who passed along the north shore of Lake Erie in 1721, was not convinced. With size he had no doubts, as he had referred earlier in his *Journal* to American rattlesnakes, "as thick as a man's leg, and sometimes thicker, and long in proportion . . ."<sup>1</sup> When he reports conditions on the Islands, however, he slips in a "we are told" to escape responsibility: "On the fifth toward four o'clock in the afternoon we perceived the land on the south shore, and two little islands which lie very near it. They are called Rattlesnake Islands, and we are told they are so infested with these reptiles that the air is infected with them."<sup>2</sup>

Jonathan Carver, on his way from Detroit to Niagara in 1768, elaborated upon the theme and added some quaint embroidery: "There are several islands near the west end . . . so infested with rattlesnakes that it is very dangerous to land. It is impossible that any place can produce a greater number of all kinds of these reptiles than this does, particularly of the water snake. The lake is covered near the banks of the islands

1. Charlevoix, Pierre Francois Xavier de, — *Journal of a Voyage to North America* . . . Chicago, Caxton Club, 1923. Vol. 1, p. 228.

2. ——— Same. Vol. 2, p. 5.

with the large pond lily . . . and on each of these lay, when I passed over it, wreaths of water snakes basking in the sun, which amounted to myriads.

"The most remarkable of the different species that infest this lake, is the hissing snake, which is the small speckled kind, and about eighteen inches long. When any thing approaches, it flattens itself in a moment and its spots, which are of various dyes, become visibly brighter through rage; at the same time it blows from the mouth, with great force, a subtile wind, that is reported to be a nauseous smell; and if drawn in with the breath of the unwary traveller, will infallibly bring on a decline, that in a few months must prove fatal, there being no remedy yet discovered which can counteract its baneful influence."<sup>3</sup>

Forty-six years later, Samuel R. Brown voiced the average reader's reaction to Carver's account, in his *Views of the Campaigns of the North-Western Army*. Therein he gave a rapturous description of the Islands though he was forced to admit the presence of intruders in his Eden: "There are great numbers of rattlesnakes; so plenty indeed, that they would crawl into our tents and conceal themselves under our baggage. An officer of Shelby's corps found one under his pillow, when he awoke in the morning." But as for Carver: "The 'myriads of water snakes' which were basking on the leaves of the pond lily, at the time Carver passed the islands, are not to be seen at this day. Neither has anyone ever been able to discover his deleterious 'hissing snake'."<sup>4</sup>

Nevertheless, there is a credible basis to the Carver story. To quote authority, Conant's *Reptiles of Ohio* has this in reference to water snakes in general: "Some specimens flatten themselves out when they are alarmed. The secretion from the musk glands is exuded profusely at the time of capture and since it is of a vile smelling odor it serves well as a weapon of defense." The "Island water snake" (*Natrix sipedon insularum*) found abundantly on most of the Islands, is also described as discharging a "foul smelling fluid from the musk glands."<sup>5</sup> So, even though it be granted that the "hissing snake" was largely based upon the diminishing view of a very wary traveller, taken hastily over his shoulder, the "subtile wind," at least, is thus verified. And, the numbers of the reptiles being what they were reported, with the breeze in the right direction, even Charlevoix's infected air was possible. The "baneful influence" of the snake is something else again. It might be

3. Carver, Jonathan — *Travels . . . in the Years 1766, 1767 and 1768 . . .* 3d ed. London, Printed for C. Dilly, 1783. p. 167-8.

4. Brown, Samuel R. — *Views of the Campaigns of the North-Western Army . . .* Troy, N. Y., Printed by F. Adancourt, 1814. p. 130-1.

5. Conant, Roger — *The Reptiles of Ohio . . .* Notre Dame, Ind., University Press, 1938. p. 85-8.



recalled, however, that, until well into the last century, traveler and settler alike, all along the south shore of the lake, were preyed upon by baneful influences. To blame the hissing snake for any of the various maladies then extant was unique, no doubt, but hardly more so than the other causes then advanced.

The French soldier, J. C. B., writing his reminiscences towards the end of the eighteenth century, had a vivid memory of one of the islands visited on a French expedition nearly a half-century before: "We went to the northwest, which is the most remote part of Lake Erie. Then we reached the north of this same lake and camped at Isle des Serpents a Sonnettes, which is located at the end of the Detroit River.

"This island gets its name from the snakes infesting it, which we had to drive away, lest we be annoyed in our camp. Therefore we started shooting them. Several entered the hollow of an old fallen tree. With three others, I began to fire shots into the hollow. After several shots some of the snakes rolled out like a ball of twine, many living, and some dead, cut to shreds and dragged away by the living ones. We killed several others with sticks . . . We killed 130 of them, waging a murderous war on these reptiles, who would have reason to dread travelers for many a day."<sup>6</sup>

The expedition by no means exterminated the snakes, however. In 1765, the British merchant, John Porteous, recorded in his Journal: "We came about 16 Miles passing several Islands & put up on one of the Snake islands about 300 yds. in circumference, Shore mostly rocky, bearing cedar & some other small wood with plenty of Gooseberries & Snakes . . ."<sup>7</sup> Two years later, he again passed the islands, describing them to his father in a letter more quaintly reproduced: "From Point P. westw., the Lake is filled with a number of very fine Islands, called generally by the french ye Snake Islands; and by the Eng. different names, respectively. Some of them, are very large & are all fertile in fruits, wood, & hay, &c. all swarming wt snakes . . ."<sup>8</sup>

The fame of this reptiles' roost was not entirely left to the mere notes of passers-by. Even genius was drawn to it. In 1791, the young Vicomte de Chateaubriand came reveling through the forests to the inland seas. He gives the impression of having visited all the lakes, but whether he went beyond Niagara is difficult to determine, since, as a true representative of the Romantic school, he was long on imagina-

6. B., J. C. — *Travels in New France*. Harrisburg, Pa., Pennsylvania Historical Society, 1941. p. 35-6.

7. Porteous, John — *Journal . . . Schnecktady to Michilimackinac 1765 & 1766*. In Ontario Historical Society, Papers and Records. vol. 33, 1939, p. 89.

8. Porteous, John — *From Niagara to Mackinac in 1767 . . .* In Algonquin Club Historical Bulletin. No. 2, p. 8.

tion and very short on fact. In his description of snake life on the Islands, his opening sentences have the sound of Jonathan Carver. Beyond that, resemblance to anyone, or anything, ceases. Perhaps, in his Rousseauesque raptures over nature in the raw, he got mixed up with a Lake Erie sunset. Nevertheless, the description is Literature, and, with no attempt to further encourage Science and History in looking down their noses at Art, it is offered here purely as such: "Lake Erie is famous also for its serpents. In the western part of this lake, from Viper Islands to the shores of the continent, over a space of more than twenty miles are spread large water-lilies: in summer the leaves of these plants are covered with serpents entwined in one another. When the reptiles happen to move in the sunshine, you see them roll their rings of azure, purple, gold, and ebony; in these horrible knots, double and trebly formed, you can distinguish nothing but sparkling eyes, tongues with a triple dart, throats of fire, tails armed with stings or rattles, which whisk about in the air like whips. A continued hissing, similar to the rustling of dead leaves in a forest, issue from this impure Cocytus."<sup>9</sup>

After being ransomed from the Indians of northwestern Ohio in 1793, Oliver Spencer was taken aboard the sloop *Felicity* at Detroit. When near to her destination at Presque Isle, a raging storm drove the vessel back to the Islands: "We spent a part of Saturday afternoon in an excursion through the Middle Bass Island on which we killed several large rattlesnakes. I narrowly escaped being bitten by one at least three feet long over which I stepped as he crossed the path; and the captain, who had gone to a small pond a few hundred yards ahead of us to shoot ducks, returned in a short time running and out of breath, declaring that a monster, a snake more than a rod in length, the moment he fired at some ducks, issued from the long grass by the edge of the water, made directly toward him for more than twenty rods. On our return to the sloop we caught some fine bass, which more than compensated us for the loss of the captain's ducks."<sup>10</sup> The *Felicity* was to be blown back to the Islands twice more, and on the final trip the crew found a dead man on the beach. After such a total of eerie experiences, it is not improbable that the monster could have been dreamed up by a distraught captain, though it seems unlikely that a seasoned skipper could have had his imagination so heightened by just one Lake Erie storm, particularly during the tranquility of duck hunting. An open mind ought to open both ways, it would seem, unless we slavishly

9. Chateaubriand, Francois Auguste Rene, vicomte de, — *Travels in America and Italy*. London, Henry Colburn, 1828. vol. 1, p. 136-7.

10. Spencer, Oliver M. — *Indian Captivity* . . . Chicago, R. R. Donnelley, 1917. p. 151-2.

depend upon the high priests of anthropology for our evolutionary evidences.

Which brings us to the story told by the Indians to Colonel James Smith during his captivity in northern Ohio in the four years after 1755: "These islands lie in a line across the lake, and are just in sight of each other. Some of the Wyandots, or Ottawas, frequently make their winter hunt on these islands. Tho' excepting wild fowl and fish, there is scarcely any game here but racoons which are amazing plenty, and exceedingly large and fat; as they feed upon the wild rice, which grows in abundance in wet places round the islands. It is said that each hunter, in one winter, will catch one thousand racoons.

"It is the received opinion among the Indians that the snakes and racoons are transmutable; and that a great many of the snakes turn into racoons every fall, and the racoons into snakes every spring . . .

"As the racoons here lodge in rocks, the trappers make their wooden traps at the mouth of the holes; and as they go daily to look at their traps, in the winter season, they commonly find them filled with racoons; but in the spring or when the frost is out of the ground they say, they find their traps filled with large rattlesnakes."<sup>11</sup>

Although Colonel Smith had a great respect for the Indians' powers of observation, and, in fact, had had his own observations and book learning corrected several times by them, he doubted this theory, and told his captors so. He explains to the reader: "These islands are but seldom visited; because early in the spring and late fall it is dangerous sailing in their bark canoes; and in the summer they are so infested with various kinds of serpents (but chiefly the rattle snake) that it is dangerous to land."<sup>11</sup> Nevertheless, Smith's judgment was made purely by remote control. Such scientific observations as had been made, had been made by the Indians, qualified students of natural history from the papoose cradle up. Our own cherished theory of the transmutation of apes into men had no such keen-eyed witnesses.

Who knows what awesome monstrosities nature might have turned out on the islands if it had not been for the pigs. It was the pigs that put a stop to the whole process. They exterminated the rattlesnakes, at least; and apparently frightened the water snakes out of all desire of becoming Super Serpents. Samuel R. Brown noted the presence of pigs on the Islands, and explained that they had been brought there by early settlers who had been driven out by the British in the early stages of the War of 1812.<sup>4</sup> The "pedestrious" Estrick Evans, on Put-in-Bay

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11. Smith, James — *An Account of the Remarkable Occurrences in the Life of Col. James Smith* . . . Cincinnati, Robert Clarke, 1870. p. 81-2.



Island in 1818, observed: "Wild fowl are numerous here, and in the woods are swine. The island is uninhabited."<sup>12</sup>

Just in case there be any who doubt this porky superiority, a final piece of documentation is here presented. William Brown, a Leeds clothier, spent several years along the Lake Erie shore in the early 1840's. He wrote: "The number of hogs roaming through the woods of Ohio have done one good; and that is, they have nearly eradicated the whole breed of rattlesnakes. If one is anywhere near, the hog is sure to kill and eat him, and his bite, as I am told, has no more effect upon the animal than a common scratch. About thirty years ago the country abounded with these snakes . . . but now they are rarely met with. One farmer who had lived on a clearing in the midst of the bush told me that he had only seen two of the rattlesnakes for the last seven years."<sup>13</sup>

So, in addition to its other attributes, whether on rye or white, or with applesauce, the vacationers who are drawn to the Islands each year must add another item of gratitude to the pig for making their summer Edens possible. Those, however, who have a fondness for sea serpents, are apt to find a bitterness in their pork chops.

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12. Evans, Estrick — *A Pedestrious Tour* . . . In Thwaites, R. G. — *Early Western Travels* . . . vol. 8, page 240.

13. Brown, William, of Leeds — *America: A Four Years' Residence* . . . Leeds, Printed by Kemplay and Bolland, 1849. p. 34.



THE NORISLE (See Page 118). Photograph by courtesy of Gordon R. Macaulay.



THE CARIBOU on her last trip (See Page 118). Photograph by courtesy of Gordon R. Macaulay.



THE SUCCESS (See Page 106). Photograph by courtesy of Louis Baus.





THE SUCCESS after its burning. Photograph by courtesy of the Toledo *Blade*.



CARTHAGE LANDING or Brewer's Dock on the Genesee River. (See *INLAND SEAS*, January 1947, page 35).



PORT OF SANDUSKY (Port Series No. XI). Courtesy of the Sandusky Chamber of Commerce.



TORONTO HARBOUR (Port Series No. XII). Photograph by courtesy of the Toronto Harbour Commissioners.





THE ARGO, later the *Racine*, ashore at Holland, Michigan (see Page 101).  
 Photograph by courtesy of Louis Baus.



THE UNITED STATES at Sarnia, Ontario (See Page 120). Photograph by  
 courtesy of George A. Vargo.



S. S. BENNINGTON at Cleveland, 1920. (Port Series No. XIII). Photograph by  
courtesy of Emmett R. Dowdell.



STEAMER *Pere Marquette 16* stranded off north pier, Ludington, Michigan (See Page 59). Photograph by courtesy of H. J. Hansen.



Rescue from the *Pere Marquette 3* off Ludington, Michigan (See Page 59). Photograph by courtesy of H. J. Hansen.



# Winter Sailing Aboard the Oneida

By GEORGE WATERBURY

THE *Oneida* was built in Buffalo, New York about 1860, the same year that the author was born.

The *Oneida*, like a number of steamers in the Western Transportation Company had a full length cabin and was one of the steamers in the passenger and package freight trade running between Buffalo, Chicago, and intermediate ports. They were all wood burners at the time they were built, were equipped with low-pressure engines, were allowed fifty pounds of steam and made ten miles per hour in fair weather. In 1865 Perry and Lea invented the steeple and horizontal compound engines. A running test was made on the *Idaho*, a sister ship of the *Oneida*. The *Idaho* was tied securely to the dock, and the engine was run at full speed for twelve hours, burning cord wood for fuel. Indicator cards were taken at intervals during the test. Then a new cylinder 30 inches in diameter furnished by the King Iron Works was installed on the top of the 60-inch low pressure cylinder. When the job was completed, another full speed twelve hour test was run, indicator cards were taken, and a saving of 33 per cent in fuel was recorded in favor of the compound engine. The same test was made on the *Oneida* with the same results. Her cylinders were 20 and 40 inches in diameters.

This information was given to me by E. G. Trout, president of the King Iron Works, who made the test on both steamers. The records of the tests and the indicator cards were shown to me on a visit to his office in 1886. The *Oneida* was in Buffalo at the time, having some repairs made to her boiler. The United States steamboat inspectors condemned the boiler while the steamer was in Ogdensburg, New York after they applied the hydraulic pressure but gave the steamer a permit to go to Buffalo for repair. This was in 1886. After repairs were completed, she went back on her run between Chicago and Ogdensburg until the end of the season then back to winter quarters in Buffalo.

The Detroit and Milwaukee Railroad chartered the *Oneida* to run between Milwaukee and Grand Haven in the package freight trade during the winter of 1885. The old wooden propellers were not much good in breaking ice, as they did not have much power for winter work. It was necessary to have sheet iron nailed on the planking from the bow

to the stern at the loaded line, and on the bow of the steamer down to the light water mark to protect the planking from being cut by the ice.

In the fore part of January 1885 the *Oneida* was loaded with barrel flour in the hold, and between decks with bran and middlings, in bags, which came in handy later on the trip. She left Milwaukee during a blinding snowstorm, encountering considerable ice floating in the lake, and arrived about three miles off Grand Haven about 5 p.m. the next day in a heavy southwest sea. The steamer worked her way in the slush ice and got stuck fast and unable to go ahead. During the night the wind went down and by morning the *Oneida* was frozen in all directions with it snowing hard and the temperature about 30 degrees below zero. It was quite cold when a person from a warm engine room went outside to view the surrounding scenery, which was all ice as far as one could see with the *Oneida* frozen in it.

The second day the wind shifted, the ice broke away from the shore and the ice field started moving northward and out into the lake. By the time the ice field got abreast of Little Point Au-Sable lighthouse, the *Oneida* was out in the middle of Lake Michigan, frozen in the center of the field of ice. By this time the ice extended all the way from shore. The steamer was about 60 miles from Grand Haven and thirty miles from Sable Lighthouse, and here she lay in peace and comfort for the next three weeks. Being a chartered boat, the steamer did not carry any too much fuel as they wanted all the empty space for freight. To save fuel, I had the captain have his men dump some of the bags of bran and middlings in the fire hole then kept a banked fire in the furnaces and in the boiler to keep about ten pounds of steam, enough to supply the radiators. Thus we lived very comfortably during our three weeks in exile. The cook had plenty of provisions so we had plenty to eat and everything went along fine. We played a card game called "I.O.U." as none of us had any money, with promises to pay at the end of the trip but I don't think that anyone has settled up to the present time.

As the time passed on there was plenty of snow but not enough to break the ice. The weather was cold, around 20 to 30 degrees below zero most of the time and it did not thaw. The last day of our imprisonment in the ice the propeller *City of Ludington* of the Goodrich Transportation Company cleared from Ludington, Michigan and on her way to Milwaukee she got within one mile of the *Oneida* and put some provisions and pine slabs on the ice. (Slabs are the first cut from a log when being sawed in a mill and are used for fuel in steamers that run to sawmill cities.) The *City of Ludington* then continued on to Milwaukee. The crew of the *Oneida* lowered one of the life boats on to the

ice and five men got hold of the painter. Then two men got on each side of the boat to hold it upright on an even keel. It is surprising how fast a boat can be hauled over the ice when night is coming on. As it was too late to go back for the pine slabs left on the ice the boat was hoisted off the ice to wait until the next morning. The provisions consisted of a large piece of fresh beef, a couple of smoked hams, tea, coffee, sugar, butter, eggs, tobacco, and several other articles. These were put aboard the steamer about 4 a.m.

Next morning the wind shifted and increasing into a gale broke up the field of ice and released the *Oneida* from her happy home, where she had laid for three weeks. It was a welcome event when the crew got a coal fire started in the furnaces and raised steam to fifty pounds. This was maximum allowed by the government, not much pressure for a compound engine. With steam up, we worked our way through the ice to open water near the shore and on to Grand Haven, where we arrived about dark. The next morning there was news of the sinking of the *Michigan* about one week after the *Oneida* left Milwaukee for Grand Haven, and no word from the boat. The propeller *Michigan* with the tug *Arctic* had started from Grand Haven to search for the *Oneida*, following an opening in the ice which had been made by the wind. The *Michigan* had gone about twenty-five miles, when the wind shifted, forcing the ice back and crushing the *Michigan* till she sank to the bottom of Lake Michigan in her last resting place. The crew got off onto the ice, all being saved. Then they walked back to the tug *Arctic* which was within one mile of the *Michigan* when she sank. Though the crew suffered from exposure, they got to the *Arctic* safely. She was not damaged but made her way through the ice and reached Grand Haven safe and sound. Had the *Arctic* not been there, the crew of the *Michigan* would have perished, as they were twenty-five miles from Grand Haven.

The propeller *Wisconsin*, twin of the *Michigan*, carrying a full load of flour, left Milwaukee for Grand Haven where she got orders to search for the *Oneida*. The *Wisconsin* also got caught in an ice run but the crew rolled the deck load of barrel flour overboard on the ice, saving her from the fate of the *Michigan*. The *Michigan* and the *Wisconsin* were duplicate in size. They were built of iron at Wyandotte, Michigan and finished at Detroit in 1881 for the Goodrich Transportation Company. They were full length cabin propellers built to run between Milwaukee and Grand Haven in the passenger and package freight trade, the first steamers to be equipped with steam reversing gear on their engines. From that time on it was used on all double, triple and quadruple engines.



After the *Oneida* was unloaded and the freight for Milwaukee and the fuel replenished, she was ready to sail. The ice again blocked the harbor entrance and the steamer had to wait three days until the ice shifted. Then leaving for Milwaukee, we were about three days crossing the lake and got caught in an ice run about five miles off Port Washington, a small town twenty-five miles north of Milwaukee. We kept the engine running so as to protect the rudder stock, which was made of oak, from breaking. The ice choked the wheel and stopped the engine, broke the rudder stock and the blade of the rudder went to the bottom of Lake Michigan. The wind finally quieted down and fell back releasing the steamer. The *Oneida* withstood the squeeze all night and with the exception of losing the rudder, suffered no further damage. Had she been an iron boat, she would have met the same fate as the *Michigan*.

After three rudderless days in the ice waiting for help, some person on shore saw the boat and telegraphed to Milwaukee. Next day two harbor tugs from Milwaukee worked their way through the ice and towed the *Oneida* to Milwaukee with the help of our engine, where we arrived the following day. After being unloaded, the tugs towed the steamer to the shipyard and into dry-dock for a new rudder and other necessary repairs. The *Oneida* had taken six weeks to make the trip. After the new rudder was installed and other repairs completed, the steamer was loaded with flour and cleared for Grand Haven.

The *Oneida* made four more trips under her contract with the Detroit and Milwaukee Railroad. When navigation opened in the spring of 1886, the *Oneida* was put in the package freight and passenger service trade between Chicago and Ogdensburg, New York, continuing through the season and at the close of navigation went to Buffalo where she went into winter quarters.

## Some Notes on the Argo

By ANNA S. MOORE

THE *Argo* was the first steamboat built in Detroit. She was a small affair, being 42 feet long, 9 feet wide, 2½ feet deep, and rated between 8 and 9 tons. Her hull was composed of two immense logs hollowed out and joined fore and aft with a center piece between the two. Her cabin consisted of a light deck supported by upright stanchions and enclosed on the sides with canvas. Her engine was of four horse power and her boiler was in proportion. An article in the *Detroit Daily Advertiser*, April 17, 1852, says ". . . the noise made in exhausting steam resembled the barking of a lap dog and the smoke which issued from her chimney would scarcely have shamed an old Frenchman's pipe." She was built at the foot of Wayne Street by Shadrack Jenkins of Windsor for Captain John Burtis.

The date of her building has been given both as 1827 and 1830. I have been unable to find any substantiating evidence for the earlier date. The Detroit papers of the period make no mention of her building. Steamboats were news in those days, and both the *Detroit Gazette* and Michigan *Herald* faithfully chronicle the appearance of each new steamboat and record their arrivals and departures. It would be an unbelievable journalistic oversight if the building of the first one in Detroit had escaped local notice.

In the *Detroit Gazette*, September 3, 1829, however, there is this note:

Steam-boat on the Strait. — A small steam boat is now building in this city for the purpose of plying in the straits of Detroit and St. Clair, carrying passengers between this city and Ft. Gratiot, Monroe, Amherstburg, etc.

This is followed by a longer item in the *Gazette* for October 1, 1829:

We mentioned some time since that a small steam boat was building by Captain Burtis to ply in the Strait between Detroit, Ft. Gratiot, Monroe, Amherstburg, etc. Since that time we have had an opportunity of examining the boat which appears, so far as we understand such matters, to be a very beautiful model.

She will be launched about the 10th inst. and commence her first trip on or about the 15th. For parties of pleasure, for strangers who wish to view the straits, and for citizens living on their borders, this

little steamboat will prove a valuable accommodation. Our citizens generally wish to the proprietor (Captain Burtis) a handsome remuneration for his enterprise, and we have no doubt he will get it. It will be precisely that kind of accommodation which has been wanted for many years.

When our beaux wish to treat our belles to the thing that is really handsome, they will engage the steamboat for an excursion to Grosse Isle and Malden or to Lake St. Clair and Ft. Gratiot.

These two notices, together with the absence of any mention of the vessel in the papers for 1827 and 1828, would seem to rule out 1827 as the date of her building. There is no account of her launching (promised for October 10) nor of her first trip in the papers covering the rest of the year, and 1829 is never given as the date of her building which indicates that she was not completed until 1830. Was she perhaps waiting delivery on her engine? There is a provocative suggestion in the fact that the *Henry Clay* entered from Buffalo April 17, 1830, "Cargo, 1 steam engine." Could this by any chance have been the engine for the *Argo*?

Friend Palmer in his *Early Days in Detroit* says she was built in 1830, and adds the following:

"I well remember the building of this diminutive steamer and the captain overseeing the same. It was built almost in front of the hardware house of Buhl, DuCharme & Co., on Woodbridge Street. The hull was composed of two immense logs hollowed out and joined together, making a huge canoe, as it were, and when sufficiently completed to receive her miniature engine, she was helped into the river on rollers."

It has been said that in 1830 she began her career as a ferry boat on the Detroit River. This I believe to be the wrong date. Captain Burtis had advertised frequently when he began running his horse boat ferry. A steam ferry boat was a greater innovation and such an enterprising man would surely have announced such a novelty to the public, but no advertisements appear during 1830. The "reduced fare" quoted in the advertisement for 1831 to the river ports would surely indicate a second season. She was built avowedly for the river run and it seems reasonable to assume that she spent her first season on that schedule. The papers for 1831 offer sufficient evidence that she was not in the ferry business that year. In the *Detroit Journal* and *Michigan Advertiser*, March 16, 1831, under the engaging headline "Ducking," appears this notice:

Steam Boat *Argo*. — This boat is now undergoing a thorough refit, and considerable improvements and will be ready in a few days. It is



expected her speed will be considerably increased as her engine and boiler are undergoing material improvements. Her first trip will be up to the flats and islands of the St. Clair river with a party of gentlemen for the purpose of gunning. Considerable sport is anticipated as it is said the islands are swarming with ducks, geese, and swans.

These improvements consisted of increasing her width four feet and building a larger cabin. In the same paper, May 25, 1831, is the following advertisement:

Fare Reduced  
The Steam Boat *Argo*

Will sail the present season as follows:—Will leave Detroit every Tuesday at 6:00 AM for Ft. Gratiot and back Thursday so as to leave Detroit on Fridays at the same hour for Mt. Clemens, and back Saturdays, and to Malden and back on Sundays. Terms: — To mouth St. Clair, 4s; to Wm. Brown's, 6s; county seat, 8s; Black River, \$1.50; to Mt. Clemens, 6s; to Malden and back, 6s; to Malden, 4s. For every meal of victuals, 2s.

John Burtis.

These river trips on the *Argo* must have been quite an experience. At least they seemed to linger in the memory of those who made them if one may judge by the published reminiscences of some of Detroit's early citizens. The *Argo* was so small she was unable to carry enough wood for the full trip up the river and used to put in at Stromness Island to replenish her supply. Her speed was about two miles per hour and the trip to Mt. Clemens must have been a full day's run. Palmer tells of one instance when she ran aground. When her little engine proved insufficient to get her off, a man from Maine went overboard and shoved her free. Palmer also recalls other incidents:

She was awfully cranky, this little *Argo*, and it required considerable vigilance on the part of her captain to keep her passengers from "shooting" around and tipping her over. . . . On one of the trips I mentioned the late Senator Palmer was with us, and, he being of goodly proportions, it behooved Burtis, who was at the helm, to keep his eye on him. Every once in a while he would sing out "For God's sake, Uncle Tom, keep in the middle of the boat or you will have us over," or "Trim ship, Uncle Tom" or "Look out, Uncle Tom" until "Trim ship, Uncle Tom" came to be a byword during the excursion . . . Here is another incident in connection with the *Argo* and Uncle Thomas Palmer. On one of these trips the latter found it necessary to go aft. To accomplish this it was necessary to climb over the paddle box, and as he was executing that feat he broke through and caught his foot in a bucket of the paddle wheel. It was a test of strength between himself and the engine. The engine gave up. Palmer extricated his foot and the *Argo* proceeded on her way.

In spite of such hazards the *Argo* continued on her scheduled runs for the season of 1831 and the early part of 1832 appearing regularly in the Marine Lists. In 1831, however, the *General Gratiot* was built for the river run and, being a larger boat (about 40 tons), she probably proved stiff competition for the little *Argo*. In September of 1832 another new steamboat, the *General Brady*, came out as a companion to the *Gratiot*. Captain Burtis is listed as master of the new vessel. The chance to sail the *Brady* evidently induced him to put the *Argo* into other hands for in September 1832 this advertisement appears in the *Detroit Journal and Michigan Advertiser*:

#### STEAM FERRY

The STEAMBOAT *ARGO* having been fitted up and put in complete repair will hereafter be employed as a ferry boat between the city of Detroit and the Beacon Ferry House, Sandwich. The proprietor has been at considerable pains and expense in rendering the *Argo* an expeditious and commodious medium of communication between the above mentioned places, and the public may rely upon being accommodated without delay or inconvenience in the conveyance of Carriages and Wagons of all kinds, Cattle, Horses, etc.

The above arrangement is intended by the proprietor to be permanent; and from the necessary and frequent communication between the Canada side and Detroit he hopes the public will extend to him patronage sufficient to compensate him for his enterprise. The proprietor will bestow his whole attention on this business, and will spare no exertions in rendering the Steam Ferry a highly convenient and safe mode of travel.

The construction of the boat is such that no inconvenience will be experienced by gentlemen and ladies who may cross with teams or horses, as there is a spacious deck, gentlemen and ladies' cabins where passengers may retire with safety and comfort.

L. DAVENPORT

Detroit, Sept. 12, 1832.

It would be interesting to know just what the improvements were that would enable this "cranky" *Argo* to take care of horses and carriages when heretofore an outsize senator had created a problem!

The appearance of the *Argo* as a ferry called forth a facetious comment in the *Courier*:

SHORT EXCURSION. — We would commend all those who delight in short excursions to the care of Capt. Davenport of the steamer *Argo* who, for a trifling consideration, will see them safe on board, safe across the river, and safe on the soil of his Britannic Majesty William the Fourth. Some wag has been pleased to christen the *Argo* the

boat of "forty mouse power" but we can assure all who take an interest in the little creature's welfare that she is in every way sea worthy, that she can sturdily outride any storm that may come up or down the strait (provided it be accompanied by a gentle zephyr) that her accommodations are quite comfortable and that, in short, she is the multum in parvo of our western steamers.

These two notices definitely indicate 1832 as the year of the *Argo's* first appearance as a ferry boat. Burtis, although he became master of the *General Brady*, still maintained an interest in the *Argo*. In the *Michigan Pioneer and Historical Society Collections*, v.2, there is a copy of a document dated April 22, 1834 in which John Burtis, "being owner of one third interest in the ferry from Detroit to the Canada shore as well as the one third of the steam ferry boat *Argo*" leases to Horace Davenport the "one third part of said steam ferry boat *Argo*" for one year for \$275.

After two years service as a ferry boat, the *Argo* was replaced by the *Lady of the Lake*. She appears in a list of vessels owned in the District of Detroit, published in the *Journal* Jan. 7, 1835, but after that date she seems to disappear from the public eye though not from affectionate memory. For small as she was — and she must have appeared tiny indeed comparing her eight tons with the 472 tons of Detroit's proud new steamboat the *Michigan*, she nevertheless holds two important "firsts" in the annals of the Detroit River: she was the first steamboat built in Detroit and she was the first steam ferry on the river.



## Australia and the Success

A NEW LIGHT on the history of this much advertised and much written about ship has come from Herbert H. Hewitt, Chief of the Reference Department of the Chicago Public Library. Mr. Hewitt quotes a letter from Australia written in 1933, on file in the library, protesting the authenticity of the *Success*. The letter and the accompanying report are historically important and are printed herewith. — *The Editor*.

For some time now an alleged Australian convict ship, the *Success*, has been on display to the public in American ports and has collected millions of dollars for her owners.

Representations were made by our officials in New York with a view to putting a stop to this exploiting of the public and, at the same time, misrepresentation of early Australian history and conditions. To this end the Investigation Branch of the Commonwealth, with the assistance of this Library, made a complete investigation of the real facts and history of this old sailing ship. Thinking that these may be of interest to your library and through it may help to correct the impression which has been so widely disseminated, I have the pleasure in forwarding a copy of the results of the investigation.

Signed Kenneth Binne, Librarian  
The Parliament of the Commonwealth  
Library, Canberra, Australia  
Dated 18th July, 1933

### THE STORY OF THE SHIP *SUCCESS*

Early in 1885 the hulk *Success* — which had been put to many uses while at her moorings in Hobson's Bay, Victoria, for 32 years — was sold by the Victorian Government to Mr. Alexander Phillips. Mr. Phillips, aided by business associates, fitted her with prison cells, wax figures and implements of torture in what was regarded as the likeness of a convict transport. Following display and misadventure in Australian waters, the *Success* was taken to England in 1895, and after visiting many places in the United Kingdom, and earning large profits for her Australian owners, she was sold in 1912 to a citizen of the United States and sailed across the Atlantic.

For twenty years this vessel has been shown at a charge of fifty cents at ports on seaboard, lake and river in the United States. The entertainment has been advertised in these words:—

**"THE BRITISH CONVICT SHIP *SUCCESS*"**

*"The World's greatest Educational Exhibit has been visited by over fifteen million people."*

"Aboard her are now shown, in their original state, all the Airless Dungeons and condemned cells, the whipping posts, manacles, branding irons, punishment balls, cat o'nine tails, coffin bath, and other fiendish instruments of brutality.

"This wonderful vessel has made history through three centuries. She is the oldest ship in the world and the only convict ship left afloat out of that dreadful fleet of ocean Hells which sailed the Seven Seas in 1790. She marked the beginning and the end of England's Monstrous Penal System.

"She is unchanged after 135 years, nothing being omitted but the Human Freight."

These statements are untrue and they are gravely resented in Australia.

The official representatives of Australia in the U.S.A. asked the Commonwealth Government in 1925 and in 1931 to explore the history of this vessel. A thorough investigation of official and other records has clearly established the fact that the ship now being exhibited in America was never used as a convict transport. She was utilized by the Victorian Government in 1853-1858 as an emergency prison while gaols were in course of construction ashore. This fact is the foundation around which a legend has been invented for money-making purposes.

When paying their fifty cents to inspect the *Success* visitors are asked to buy, for ten cents more, a history of the ship which includes a catalogue of its alleged horrors. The misinformation in this book was compiled by Mr. Joseph Harvie, an Australian, who travelled round the United Kingdom with the ship as publicity man, showman and lecturer. He may also have accompanied it in the U.S.A., as he died in Philadelphia in 1925.

Harvie's first story was published in 1895, at the time the ship left Australia. It differs in some respects from the current American pamphlet which has evidently been written up for trade purposes.

Harvie's story and the result of official research in Australia agree that the ship *Success*, which left Australia in 1895 and is now in the U.S.A., is identical with a ship of the same name, of 621 tons registered which sailed from the Thames on 2nd January, 1852, carrying

immigrants to Victoria, and arrived at Port Phillip on 24th May, 1852. Lloyd's Register, the acknowledged shipping authority, contains an entry relating to the vessel.

Lloyd's Register for 1852 records seven vessels named *Success*. Five are small coasting craft; one is a small barque, and the last is a ship of 621 tons. The entry reads:—

"S 627 Ship of 621 tons, built of teak. Built at Moulmein in 1840. B. Steward, Master, trading between London and Port Philip."

This is clearly the ship now under discussion. The Melbourne *Argus*, when recording the arrival of the vessel, gives her tonnage as 621.

Australian official searches have not disclosed any visit of the *Success* to Australia before 1848. There are no records of any voyage made by her before that year, but there is evidence that for the first eight years of her life she was engaged in the trade between England and the East Indies. This information is confirmed by the Australian Cyclopaedia (Angus & Robertson). (Harvie's first story states that she was in the China or Indian trade between 1830 and 1848).

Harvie in his publication of 1895 says that the ship was built at Moulmein (so does Lloyd), but gives the year of building as 1790 (Lloyd says 1840). He quotes no authority. It is improbable that any British ship was built at Moulmein in 1790, as the ports and creeks of the Gulf of Martaban and Tenasserim were, until the first quarter of the 19th century, notorious as the haunts of Burmese and Malay pirates. Their depredations on European ships led to the first Burmese War, and Moulmein did not become part of British territory until 1826.

Next, Harvie states that the *Success* fought and defeated a pirate ship in the Bay of Bengal in 1815, adding that "great shot marks are still to be seen on the hull, close to the waterline." This statement is repeated in the American pamphlet, and suitable marks are now doubtless to be seen. If they are genuine, and the *Success* did encounter pirates, it must have been some time in the years 1840-1847. There were Chinese and Malay pirate craft in the Eastern seas then (and now) but they did not carry heavy guns.

Harvie says that in 1829 the *Success* was chartered by the British Government to establish a colony at the Swan River (Perth W. A.). There was a *Success* in Western Australian waters in 1827 and 1829, but she was a King's ship mounting 28 guns. H. M. S. *Success* is very well known to the historians of Western Australia. She was wrecked in Cockburn Sound, November, 1829, refloated, repaired, sent back to England, and finally broken up in 1833.

In his first publication, Harvie mentions only one voyage upon which he says that the *Success* carried convicts, and that in or about 1849



"she took a promiscuous passenger list, bond and free from Botany Bay to Hobart Town." This is unlikely as searches have failed to disclose any voyage by the *Success* to Tasmania during the period 1840 to 1850.

It will be seen that the recorded voyages of the *Success* to Australia were made to the Colonies of South Australia and Victoria, neither of which ever received a convict from Britain.

Transportation to New South Wales ceased in 1841, the year after the *Success* was launched when she was in Eastern waters. There was no transportation to Western Australia until 1857 and the *Success* was in Australian waters from 1852 to 1895. Transportation continued to Tasmania till 1852, but the ship's voyage in 1852 was to Port Philip, Victoria. The prior voyages of the vessel to Australia were to South Australia and Victoria to which countries convicts were never transported from Britain; nor was there any transportation to those countries from any place except in the case of Victoria which was, many years earlier, the scene of one experiment in convict settlement which was very soon abandoned.

In the American pamphlet (probably copied from the book Harvie supplied to his British patrons) we are told that the *Success* was employed in the conveyance of convicts from 1802 to 1851, and in support of this assertion, the narrative states that Dr. White, Colonial Surgeon, made an official record of the maiden trip of the vessel as a convict ship in 1802.

The pamphlet purports to give an extract from an official record of the maiden trip of the *Success* as a convict ship and quotes Dr. White, Colonial Surgeon, as having reported the number of prisoners who died during the voyages of the ships *Success*, *Scarborough* and *Neptune*. The report, however, appears in Mr. Charles White's book entitled "Convict Life in New South Wales and Van Diemen's Land" and the ships there referred to are the *Surprise*, *Scarborough* and *Neptune*. It is obvious that the *Success* has been substituted for the *Surprise*, in order to substantiate the alleged history of the vessel to which the pamphlet relates.

A reference casually made to the Tolpuddle Martyrs, in a public speech twenty years ago by Mr. Arthur Henderson (subsequently Secretary of State for Foreign Affairs) has been mentioned as evidence of the authenticity of the narrative which the owners of the *Success* have sought to establish as true.

The reference was invoked, in the following circumstances, in support of the allegations by the owners of the *Success*:—

In June 1931 the *Success* was exhibited in New York, apparently for the benefit of the Seamen's Church in that City. Mr. D. M. Dow,

Official Secretary for Australia in the U.S.A. saw the advertisements, and wrote to Mr. Haight, representative of the Seamen's Church, pointing out that the *Success* had never been a convict ship, and that she was built in 1840, not 1790.

Mr. Haight replied, saying that he could quote the high authority of a British Cabinet Minister to prove that the Dorsetshire Martyrs suffered the rigours of the *Success* in 1834. Therefore she had been a convict ship, and she was afloat before 1840. He referred to a report in the *South Dorset Liberal Monthly* of June, 1912, of a speech at Tolpuddle by Mr. Arthur Henderson, M.P., when he unveiled a monument in memory of the Dorset Martyrs. Mr. Henderson is reported to have said that George Loveless and his associates were conveyed to Van Diemen's Land by the *Success*.

The speech ascribed to Mr. Henderson in the *South Dorset Liberal Monthly* of June 1912 contains no reference to the *Success*. The report of his speech, however, is followed by an article headed "Tolpuddle Martyrs" in which the writer makes the statement that George Loveless was taken on board the ship *Success* on the 17th May, 1834. It is quite possible that this article was inspired by pamphlets published by Harvie before the article appeared.

The facts concerning George Loveless and his associates are as follows:—

In 1834, George Loveless and some other Dorsetshire farm labourers formed a Trade Union. This was an offence for which the men were arrested, tried, convicted and shipped to the Antipodes. The severity of the sentence evoked indignant protests from British Liberals, and the convicts were released in 1838.

It is clear from the foregoing that the convicts in question, having been released in 1838, could not have travelled on the *Success*, which was not built until 1840.

That George Loveless and his associates were not transported on the *Success* is shown by the fact that in a pamphlet written by him and now in the Victorian Public Library he states that he was transported on the ship *William Metcalfe* (or Mitcalfe) to Hobart Town. His associates travelled on the transport *Surrey* to Sydney.

#### SUMMARY OF HISTORY AND PROVED VOYAGES

The records of the history and proved voyages of the *Success* are as follows:—

1840 — Built at Moulmein.

27/1/1848 — Arrived at Port Adelaide with immigrants. She met with a mishap at Port Adelaide and had to undergo repairs. (Harvie says that she made a voyage this year from Port Adelaide to Sydney. This is possible).

- 26/10/1848 — Left Port Adelaide for London. (Harvie says that in or about 1849 she carried bond and free passengers from Sydney to Hobart. This statement is examined above).
- 7/3/1851 — Arrived at Port Philip from London. (No convicts were ever brought from Great Britain to Port Philip) (See note at 7/3/1851).
- 1/7/1851 — Left Port Philip for London.
- 5/1/1852 — Left London for Port Philip.
- 24/5/1852 — Arrived at Port Philip with immigrants.
- 1/6/1852 — Berthed (or anchored) at Geelong, where she was deserted by her crew, who all went to the goldfields.
- 1852 — The Victorian Government bought her for use as a prison hulk. Although there was a great inflow of immigrants, they nearly all flocked to the goldfields, and there was very little labour available for building prisons or any other structures.
- 1857 — A working party of prisoners from the prison hulks killed Captain Price at Williamstown.
- 1858 — In or about this year the use of the hulk as a prison for men was discontinued.
- 1860 to 1869 — Used as a Women's prison and Boy's Reformatory.
- 1869 to 1884 — Used as a storeship for explosives.
- 1885 — Sold to Mr. Alexander Phillips who says that "I purchased her for to convert into a cargo lighter, but changed my mind and fitted her out for exhibition."
- 1885 to 1890 — In one of the rough notes on the Investigation Branch file it is mentioned that the ship was sunk in Sydney Harbour in 1885 and remained submerged for five years. W. Freame states (in the *Morning Post*) of 30/1/26 that she was submerged twice.
- 1890 — Exhibited in Melbourne.
- 1891 — Exhibited in Sydney.
- 1892 — On the 17th June she sank at her moorings in Kerosene Bay, Port Jackson. It has been asserted that she was deliberately scuttled, but according to another version she sank owing to leakage.
- 1893 — On the 27th February, "The Prison Hulk Success Co. Ltd." was formed in Melbourne to buy the ship from the owners, E. W. Nottingham, F. Long, J. E. Bendall, A. M. and F. C. Coles; to raise and exhibit her. It is said that only £20 was paid for the wreck.
- 1894 — After having been re-fitted and furnished with wax figures, the ship was shown in Brisbane and Hobart. At Hobart she was given a certificate of seaworthiness by Lloyd's. Then she was sailed to Adelaide.



- 1895 — On the 30th March the *Success* left Adelaide for England, arriving in the Thames on 12th September. Mr. J. C. Harvie, had been appointed advance agent and lecturer for the British tour, and he was in charge of the ship for thirteen years.
- 1895 to 1912 — In British waters for 17 years, shown at every port where money was to be gathered. For several years it was a lucrative business for the Australian owners, but after the retirement of Harvie in 1908 "financial difficulties were encountered."
- 1912 — The ship was bought by an American (apparently Captain W. H. Smith) who refitted her at Glasson Dock near Lancaster, at a cost of £6,000, rerigging her as a barquentine, and sailed her across the Atlantic. It is stated in the promoters' pamphlet circulated in America that the voyage was a hazardous one, and occupied 96 days.
- 1912 to 1932 — In North American Waters for 20 years. She was shown at all the principal ports, coastal, lake and river: on the Atlantic and Pacific sides, on the great Lakes, and on the Mississippi system.
- Captain Smith told the British Consul-General at Chicago in 1925 that it was a "tremendous paying game". A conservative estimate placed his receipts at £90,000 a year, out of which he had to pay wharf rent, advertising, and the wages of a crew of 21.

# Marine Intelligence of Other Days

A series of reprints from old newspapers on Great Lakes affairs of earlier days. Readers are invited to contribute similar brief sketches from local papers to be found in their libraries or historical societies. Thus may valuable material be made available to all.

—EDITOR.

## LAST OF THE FLEET

"The brig *Queen Charlotte*, Com. Barclay's flag ship\* in the great contest with Perry for the supremacy of the lakes, has at length given up the ghost and become prey to dry rot and the elements. During the past two seasons she has been ignobly employed in the stave and lumber trade, until her owners, deeming her no longer seaworthy, have yielded her up entirely to decay. She now lies dismantled — 'a mere hulk' — no longer the van of the fleet, but a mouldering trophy of a glorious victory."

*Daily Journal*, Chicago, October 4, 1844  
Captain John

\* The *Detroit* was Commodore Barclay's flagship, not the *Queen Charlotte*.

## THE LAUNCH

"A more propitious day could not have been wished for the occasion than yesterday. About 9 o'clock a party of ladies and gentlemen about 400 in number and mostly invited guests embarked on board the steamboat *Oliver Newberry*, Captain Pratt, and proceeded down the Niagara to Grand Island to witness the launch of the splendid ship *Milwaukee*, owned by Messrs. Barker and Holt of this city, and to be commanded by Captain Dickinson.

At one o'clock, all the necessary preparation being made, she was launched in the most beautiful style we ever witnessed, amid the hearty cheers of the multitude, and the enlivening air of "Off she goes," by the new military band. Nothing occurred to mar the festivities of the day. Refreshments were bountifully supplied by the enterprising owners, and all will have cause long to remember the pleasure afforded by the launch of the *Milwaukee*.

This ship built by Mr. Delano is 112 feet long, 26½ feet beam, 10½ feet hold, and nearly 300 tons burthen of prime model, and intended as a trader between Buffalo and the ports on Lake Michigan, whither she will be ready to sail on Saturday next."

*Daily Journal*, Buffalo — reprinted in *Democrat*, Chicago, May, 25, 1836.  
Captain John

# GREAT LAKES CALENDAR

By BERTRAM B. LEWIS

## JANUARY, 1947

The abrupt shift in waters of Lake Erie on November 23, 1946 when terrific westerly winds pushed the lake's contents east for a sustained period, had an aftermath at Toledo this month when the overturned sandship *Erie* was refloated. The little vessel settled on the bottom and heeled over when the port's water fell more than seven feet. The level at Buffalo rose two and a half feet. In that same period suction from the lowering lake waters dropped Lorain's river level two feet, keeping arriving ships at anchor outside the harbor and others at dock in the port. The overturned sandship became a sunken wreck at the Pennsylvania dock at Toledo when the water level was restored as the November wind let up. She was raised by Karl Wohleb, Toledo marine contractor. The boiler and engine were to be salvaged.

## JANUARY, 1947

The Maritime Commission announced awarding of the steamers *Farrandoc*, *Coteaudoc*, *Lachindoc* and *Wallandoc* to Colonial Steamships, Ltd., Port Colborne, Ontario, on a high bid of \$587,322. The vessels were built in 1927 and 1929 for Great Lakes and St. Lawrence River trade and were requisitioned by Canada and sold to the United States for wartime service on the oceans. They were to return to the lakes under the Dominion flag. Before the war they were part of the Paterson Steamships, Ltd., fleet of Fort William, Ontario.

## JANUARY, 1947

The potentials of radar in guiding ships to safety through pea soup fogs on the Great Lakes and enabling them to avoid collisions with other vessels were described at a Great Lakes Licensed Officers winter forum in Cleveland January 7-8. Dr. C. M. Jansky jr. of Washington, chairman of the Lake Carriers' Association radar research committee, said that the radar electric navigator would prevent collisions in open water under conditions of poor visibility and would enable navigators to locate near-by ships, watch them and note the direction of their movement. The equipment could also be used for precision position finding under all conditions of visibility within 15 miles of shore, and as a much needed navigational and anti-collision aid in rivers and channels under conditions of poor visibility.

## JANUARY, 1947

Package freight shipping between United States ports on the Great Lakes was to be revived about May 1 by the Erie and St. Lawrence Corporation with a fleet of five vessels. The route would extend from Duluth to Atlantic coast ports,



Julius H. Barnes announced at Duluth. The shipping company president said that package freight loaded at Duluth-Superior Harbor would move direct to New York or farther. The specially equipped ships would move down the lakes to Oswego, then down the Barge Canal and the Hudson River to New York City. Rates would be based on a 30-year-old Interstate Commerce Commission decision which declared Duluth entitled to the same rates on inbound package freight as Chicago. Barnes estimated that the 1,480 mile Duluth-New York trip would require eight days. An equal period would be required to go on to Havana which has a heavy demand for the Northwest flour. Largest ships of the fleet would be the *Julius Barnes* and the *Norfolk*, each 300 feet long. The five ships had low and collapsible superstructures to enable them to pass under Erie Canal bridges.

### JANUARY, 1947

Freight moved by the bulk cargo fleet in 1946 totaled 147,955,458 net tons and was the largest in history for a peace-time year, according to a Lake Carriers' Association compilation. The 1945 total was 175,082,683 tons. "By comparison with the boom time movement of 1929," said A. T. Wood, association president, "the fleet delivered nine and one-third million tons more, despite the fact that 1946 shipping schedules were hampered by strikes that froze the flow of both fuel and cargo material to lake terminals."

Tonnages of 1946 and 1945 follow:

	1946	1945
Iron ore . . . . .	66,479,522	84,800,520
Bit. coal . . . . .	52,361,722	53,670,837
Anthracite . . . . .	1,364,809	1,575,360
Grain . . . . .	10,197,850	18,717,773
Limestone . . . . .	17,551,555	16,318,193
	<hr/>	<hr/>
	147,955,458	175,082,683

### FEBRUARY, 1947

Sixty years of shipbuilding and repairs by the Leathem D. Smith Shipbuilding Company and its predecessor company ended at Sturgeon Bay, Wisconsin, when the "Navy Yard" portion of the plant was sold at a reported \$84,000 to the newly-organized Christy Corporation. The organization, composed of Sturgeon men, many of them formerly associated with the company, planned general manufacturing of steel products, marine construction and contracting, shipbuilding and repairs. Incorporators included C. Ray Christianson, Hugh McLean, Bernard Lieneau and Lloyd E. Randall. Mrs. Smith had been in charge of liquidating the company since her husband and three others drowned in an accident involving the racing sloop, *Half Moon*, the previous summer. The shipbuilding company, originally founded by Mr. Smith's father and an uncle as the Leathem & Smith Shipbuilding Company became the Leathem D. Smith Company prior to World War I and survived the lean years between the two struggles. In World War II it turned out 93 fighting and cargo ships for the Maritime

Commission and the navy. With a peak employment of more than 5,000, it provided a boom for the entire Door Peninsula. An account of its war production record appeared in *INLAND SEAS* for July 1946.

#### FEBRUARY, 1947

The 50th anniversary of the maiden voyage of the world's initial carferry and the first one to carry entire freight cars was marked by the Lake Michigan ferry fleet of the Pere Marquette Railway. The original ferry, the *Pere Marquette*, (later *Pere Marquette 15*) sailed from Ludington, Michigan to Milwaukee on February 19, 1897. She was designed by Robert Logan of Cleveland, assisted by Captain James W. Martin, superintendent of the Flint & Pere Marquette Railway Company's steamship line. The ship was built for year around operation, powerful enough to smash through thick ice. The twin-screw ship was the widest on the lakes with a beam of 56 feet and with a capacity of 30 cars, each loaded with 30 tons of freight. It drew only 13½ feet. Another innovation was the use of electric lights. She was built by F. W. Wheeler & Co. at Bay City. Her bow was double plated with ¾ inch plates for a distance of 30 feet to three feet above the water line. A shield of forged steel protected the rudder. The history of carrying railroad freight across Lake Michigan to avoid the long land haul around the southern tip goes back to 1873 when the *John Sherman*, side wheeler, started moving such freight in packages between Ludington and Manitowoc, Wisconsin for the F. & P. M. which had just extended its line to the lake at Ludington. Later the Goodrich line of wooden steamers handled the trade and in 1882 the F.&P.M. took over with two ships of its own.

Increased business resulted in the addition of a third break-bulk vessel in 1887. From 1897 the carferry fleet grew to a high of nine ships, but now numbers only six due to speedier vessels. The present ships are *Pere Marquette 18*, *21* and *22*, *City of Saginaw 31*, *City of Flint 32* and *City of Midland 41*.

#### MARCH, 1947

The appointment of Captain R. E. Coombs as United States Coast Guard marine inspection officer for the Great Lakes, with headquarters in Cleveland, was announced. Captain Coombs succeeded Earl B. Hull, a veteran of more than 40 years in the inspection service, who had retired. The new marine inspection officer became associated with the inspection service in 1927 and before being named to the new post had been serving as assistant chief of the division of merchant vessel inspection of the coast guard in Washington.

#### MARCH, 1947

The Jupiter Steamship Company announced the adoption of the 40-hour week for personnel aboard its vessel, the *Jupiter*, for the 1947 season. The announcement said the change was made because the personnel operated continuously throughout the week. Hours worked in excess of eight in a day and 40 in a week were to receive time and a half. Ship's officers were included in the change with the exception of the captain and the chief engineer, who were to be paid monthly salaries as management personnel. A 48-hour week at sea and 44-hour week in port had been in effect the previous season.

# NOTES

## *Mid-America Exposition* *A Modern Great Lakes Fair*

IN the earliest days trade for the Great Lakes started with the Indians at Fort Laramie, where both Indians and whites came to trade furs for food. At the mouth of the Cuyahoga the Feast of the Golden Autumn (O-Wis-Tan-Kitsi-Tac) was an annual event. From that pre-Revolutionary start grew the spring and fall visits by many traders who brought the gee-gaws of Europe to the wilderness to trade for pelts and found that better products brought better bargains.

In Europe the earliest formal trade fairs were those at St. Denis in France, which started in 629 and were chartered for 500 years, and the Leipzig Fair in 1268 that continued until the site was bombed flat in the recent war.

King George III chartered the first American fair in 1768 and Chicago held its great World's Fair in 1893 with the world-famed Ferris Wheel and the first automobile. This was repeated at "A Century of Progress" in Chicago, 1933 and Buffalo, Detroit and Duluth had big trade shows that brought the nation to the shores of the Great Lakes.

Cleveland, with its Industrial Exposition in 1926 and two years of the Great Lakes Exposition in 1936 and 1937, now becomes the annual center for the entire seven-state area with the Mid-America Exposition in Public Auditorium, May 22 through 31, 1947. Stra-

tegically located, with forty-seven major markets within range serving two-thirds of the people of the United States and their needs, the annual Mid-America Exposition in Cleveland is the industrial counterpart of the early cross-section shows where maker and buyer came together.

On the Canadian side of the lakes, the Canadian National Exhibition at Toronto has had long and distinguished attention as a super-fair, with all the color and glamor of the old-time county fair.

But the basic materials of the modern world are centered about the Great Lakes, with Cleveland as the focal point. One out of every ten tons of soft coal moves on the lakes. Eighty-five percent of the iron ore and limestone for the steel of a nation moves through Great Lakes ports and termini.

In the Great Lakes region men have a vital stake in "catching up with tomorrow," the key-note of the Mid-America Exposition. Within 100 miles of Cleveland are the great cities of Detroit, Toledo, Erie, Akron and Youngstown. Just a bit farther and one comes to Buffalo and the other major lake ports; within 500 miles are 67.3% of the manufacturing plants of the nation, producing 74.8% of its goods and paying 79.4% of its annual wages.

The second Mid-America Exposition,



sponsored and underwritten by eighty or more industrial leaders of the Mid-America region, is a great salute to the people who make up this vast area. The products to be displayed are but the end results of the thinking and the working of men.

Better tools — more production — a higher standard of living follows the dreams of men; the show is a visual proof that today — and through the years — Mid-America sets the pace in war and in peace.

JOHN A. CRAWFORD

## *The Caribou Retires*

"Owen Sound, Sept. 19.—With a million and a half miles of the tortuous 'Turkey Trail' astern, the 597-ton steamer *Caribou*, last of the wooden fleet that sailed the treacherous twisting channels between the islands of Georgian Bay and the waters of Lake Superior, rang 'finished with engines' for the last time here today. And when he's berthed his ship for the last time in Owen Sound Harbor this afternoon, Captain Arthur Batten, briefly out of retirement to take charge of the 42-year-old vessel on her final run, heaved a short sigh before picking up his bag to go ashore. For the passing of *Caribou* seems like the passing of an era to the old time Great Lakes seamen who knew the ships of the 'Turkey Trail.' Next month, she'll be replaced by the larger, all-steel fire-proofed vessel, the *Norisle*.

"That'll be a lovely ship, but she'll still be only *Caribou's* pup,' the old timers will tell you. When the little vessel steamed, cocky as ever, past the bustling little ports that line Georgian Bay and Manitoulin today, there were many

to remark that these busy communities were in their own way, monuments to *Caribou* and her sisters of the Turkey Trail. While her cargoes have varied from new-born babies to cases of Georgian Bay whitefish, *Caribou's* main trade when in her prime was the ferrying of settlers heading north to start new homes, lumbermen headed for camps hacked from the virgin forest and prospectors off to new fields of discovery.

"Long before the roads or railways penetrated some of the remote settlements, the sturdy little steamer carried supplies in to them, and brought back their goods to market. Of late years, the little ship carried tourists from all over Canada and the U. S. on cruises of Georgian Bay. In the years that she spent since 1904 in the perilous route between Owen Sound, Manitoulin Island and Lake Superior ports, *Caribou* has survived wind and weather and many another disaster that has played havoc with the once sizeable fleet of craft that plied the 'Trail.' The sinking of the *Hibou* here in 1936 with a loss of eight was one of the most recent disasters to these vessels and many still recall the burning of the *Manitoulin* and the *Michipicoten* along the shores of Manitoulin Island. Never seriously harmed, *Caribou* was one of the few vessels to weather the Black Monday storm of November 9, 1913, which sank 13 steel freighters and damaged scores of others. After a day-long battle with the storm on the lashing waters of Georgian Bay, she made port at Manitowaning with not much damage beyond the smashing of her portholes.

"Captain Batten, who was her master for 32 of her 42 years, retired from

the service five years ago. But to make the last voyage, officials of the Owen Sound Transportation Co. decided to recall the veteran skipper, now nearing 80. One of his first acts in taking over his former pride was to check to be sure there were no cats aboard—an old sea-going phobia that Captain Batten holds to very strongly. He also postponed her sailing for an hour—long enough to ensure that she started her last trip on Saturday the 14th, not Friday the 13th. Friday's a bad day, anyway to start a voyage, and Friday the 13th . . . !

"Other old-timers were also on *Caribou* for her final cruise. Dick Tackaberry, her regular captain, had been with the vessel 14 years, but he gladly stepped down to the first mate's post to allow his old skipper to take over once more. Mickle Macaulay of Sault Ste. Marie, purser on her first trip in 1904, again took the job for this week's cruise. Not regularly a member of the crew, he has been with the company for nearly 40 years. Chief Engineer Jack Glover has tended her engines for 17 years, but the engines themselves top that record. They're the same set of machinery that started her on her first trip from Goderich, where she was built, to Owen Sound. Since that time, they've driven her over an estimated million and a half miles of water and shoal. Mrs. Elizabeth Townsley of Toronto has been stewardess for nine years."\*

Regarding the *Caribou*, I can add the following statistics concerning her. Of Canadian registry No. 116429, built by William Marlton at Goderich, Ontario for the Dominion Fish Co., and launched May 7, 1904. Dimensions

—extreme length 149 feet, 4 inches, breadth 26 feet, 8 inches, depth of hold 10 feet, 6 inches, admeasuring 407 tons. Two decks, round stern, carvel build, framework wood, rigged, steam propeller. The foregoing from a photostat of the original Builders Certificate, which I have. There is a little variation in the foregoing measurements given in the Certificate of Survey of which I also have a copy.

I became particularly interested in the *Caribou* when upon looking up her statistics in the *Record of the American Bureau of Shipping* I read that *Caribou* was ex *Hiram R. Dixon*. This rather surprised me because I had already found that the *Dixon* was built in 1883 at Mystic, Connecticut and the dates did not jibe. I followed this matter through, talking to several men who knew the vessel well and then when I got copies of her original papers, I was convinced that in one instance at least the *Record* was wrong. This summer while on a cruise on the steamer *Manitoulin* I was told that the *Caribou* was given the *Dixon's* boiler. That probably accounts for the error.

WILLIAM A. McDONALD

### G.L.H.S. Picture Committee

AT A RECENT meeting of the Picture Committee, Lawrence Pomeroy, Chairman, announced that he would personally offer a \$5.00 reward for the best "attic item" of Great Lakes interest sent in by any member between this (April) issue and the July issue of INLAND SEAS. Members of the Picture Committee are: Lawrence Pomeroy, chairman; Bernard Vixseboxse, William A. McDonald, Fred W. Dutton and Richard Bibby.

\* Reprinted from an article by Gordon R. Macaulay in the *Toronto Evening Telegram*, September 19, 1946.

## Memento of the Marine City

A LARGE silver tea set for heroism in the fire aboard the *Marine City* in 1880 was the wedding gift of Miss Jane Underhill of Rancho Santa Fe, California, when she was married to Joseph B. Clough at Cleveland.

The set was presented to the groom's paternal grandmother after the passenger ship fire, one of those which rather frequently dotted the history of earlier commerce on the Great Lakes.

The disaster involved the passenger ship *Marine City* which burned the Sunday afternoon of August 29, 1880, in Lake Huron off Alcona, Michigan.

Mrs. A. B. Clough and her six-year-old son were among the several hundred aboard as the *Marine City* steamed along on her run from Mackinac to Detroit. The ship had just put out from Alcona where she took on a consignment of shingles when a fire broke loose in a fuel bunker.

The central portion of the ship soon was ablaze and excited passengers were forced to huddle in safe areas. Ship officers were unable to preserve order and men, women and children were leaping into the water without awaiting assistance. The eight who lost their lives, it turned out, died chiefly because of the confusion.

The tugs *Vulcan* and *Grayling* and the steamer *Metropolis* hurried to the scene in time to take off and pick up passengers.

Mrs. Clough and her son, Joseph, were driven to the after end of the ship. Another little boy appealed to her to save him also as he was lost from his mother and father. Holding a life preserver and aiding the two boys she climbed the railing and, supported by a

timber guard, clung to the outside of the hull.

The ship was growing hot and she had to shift position before a yawl made the rescue. She handed down the little stranger, then her own son before getting into the craft herself. They were the last persons to leave the ship except Captain W. E. Comer. The ship burned to the water's edge.

The little boy rescued by Mrs. Clough was Willie Voight, son of a wealthy Detroit brewing family. The father, Edward W. Voight, showed his gratitude a short time later by sending to Mrs. Clough the elegant nine-piece silver set.

The rescued Clough boy later moved to Cleveland from Marine City, Michigan. His widow, Mrs. J. B. Clough, has cared for the silver through the years and now has passed it on to her new daughter-in-law.

Plain Dealer, Cleveland,  
February 23, 1947

## The United States

BACK in 1909 at Manitowoc, Wisconsin, a new passenger ship was on the ways which was to make lake history for comfort, speed and safety. This was the *United States*, built for the Indiana Transportation Company of Michigan City, Indiana. With 48 state-rooms, each named after a state, and decorated throughout in mahogany, she could make 22 miles an hour and was the pride of every seaman on the lakes.

Just before World War I she was bought by Colonel Edward H. Green, son of Hetty Green, the richest woman



in New York. The Greens took the ship to the coast and made her into one of the most luxurious yachts that graced the seaboard. When the war broke out, Uncle Sam took her over. After the war, she was bought by Canadians and docked at Sarnia. There she caught fire and burned her whole upper works, only the stack and steel hull standing.

Rebuilt at New York in 1917, she was at Lauzon, Quebec in 1929 and renamed the *Batiscan*. Her length is 246 feet 8 inches; her breadth 40 feet. Her tonnage is 1,656, and her engines generate 2,500 horse power. She is owned by Marine Industries, Ltd., of Montreal.

GEORGE A. VARGO

## Captain Frank L. Meno

THE Great Lakes Historical Society noted with deep regret the tragic death of its member Captain Frank L. Meno and his wife of St. Clair, Michigan. Recently when in Cleveland to attend the Great Lakes Licensed Officers convention he expressed deep interest in the Society and a firm intention of contributing generously to its support. His infectious enthusiasm and lovable personality stimulated and delighted us. It is most regrettable that we could not have had some personal reminiscences from what must have been his rich and salty store of lakes memories.

The Captain sailed the *Ben E. Tate* for the Paisley Steamship Company since 1934. Previously he had been fleet captain for the Detroit & Cleveland Navigation Company. Earlier he had been with the Franklin Steamship Company several years, sailing the *E. J. Berwind* in whose design he had had a

hand. He also had sailed for the Great Lakes Steamship Company.

The captain was a collector of ship models and pictures and an authority on much shipping history. His son, George Meno, is chief engineer of the Morrow Steamship Company's steamer *Robert J. Paisley* and another son, Harlow B. Meno, is marine superintendent for the Lake Michigan carferry fleet of the Ann Arbor Railroad.

D. L. R.

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## The Great Lakes in Print

*An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.*

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*Bulletin of the Detroit Historical Society*, December, 1946, p. 6. Ship Museum.

February, 1947, p. 4-6. Abraham Lincoln and the Detroit River, by Thomas I. Starr.

*The Canadian Historical Review*, December, 1946, p. 394-401. Archaeological work in Huronia, 1946; excavations near Warminster.

*Minnesota History*, December, 1946, p. 300-308. Minnesota Logging Railroads, by J. C. Ryan.

*Northwest Ohio Quarterly*, January, 1947, p. 23-36. Great Lakes pioneers in medicine, by Stellanova Osborn.

*Records of the American Catholic Historical Society of Philadelphia*, September, 1946, p. 169-178. Pere Marquette-Padre Kino-Father De Smet—A comparison, by Reverend Richard J. Walsh.

## This Month's Contributors

(Excepting the Editorial Staff)

JOHN A. CRAWFORD is a managing director of Cleveland's Mid-America Expositions.

THOMAS B. DANCEY of Dearborn, Michigan is a trustee of the State Historical Society of Michigan and president of the Detroit Marine Historical Society.

P. W. McDERMOTT is on the staff of the General Reference Division, Cleveland Public Library.

WILLIAM A. McDONALD of Detroit owns one of the best known picture collections of lake ships.

THOMAS ANDREW SYKORA of Lakewood, Ohio, is the eighteen-year-old grandson of Clarence S. Metcalf, Executive Vice President of G.L.H.S. In the summer of 1945 Andy was a member of the crew of the bulk freighter which brought down the first load of Steep Rock ore. He spent two

summers working on bulk freighters and plans to work on an ore boat this year.

WADE VAN DORE is the author of a book of verse on Lake Superior, *Far Lake*, Coward-McCann, New York, 1930.

GEORGE A. VARGO of Benton Harbor, Michigan is a photographer and collector of Great Lakes ship pictures who generously sends many to G.L.H.S.

GEORGE WATERBURY was Chief Engineer on the *Oneida* at one time during his long career on the lakes. More of his reminiscences will appear in a later issue.

CAPTAIN JOHN is H. A. Musham of Chicago who contributes much of value to INLAND SEAS.

Among the book reviewers: L.M.B. is Lucy M. Buker of the Fine Arts Division, Cleveland Public Library; J. W.B. is Jay W. Beswick of the Literature Division; D.W.H. is Daniel W. Hagelin of the History Division.

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## QUESTIONS AND ANSWERS

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INLAND SEAS offers to publish questions from its readers about the Great Lakes and in turn asks them to send in answers to published queries.

(9) George P. Wakefield's query, *What Became of Perry's Fleet?* is answered by Miss Katherine J. Matthews acting head of the Reference Department of the Erie Public Library. She quotes Frank H. Severance's note of the same title in the *Publications of the Buffalo Historical Society* (vol. 8, p. 401-404.)

Mr. Wakefield specifically asked after the fate of the *Porcupine*, the *Ariel* and

the *Lawrence*. The *Porcupine* was taken after the war to Detroit, where in 1830 her upper works were rebuilt and her name changed to the *Caroline*. About 1855 she was allowed to sink, head on, at Ferrysburg, Michigan. "A few years ago [Mr. Severance wrote in 1905] a portion of her hull was raised; it was probably dispersed in relics."

The *Ariel*, with two other vessels, was burned by the British at Black Rock. The *Lawrence*, along with the *Detroit* and the *Queen Charlotte*, was sunk by the United States Government in Misery Bay, in July, 1815. Sold as she

lay at the bottom of the bay, she passed, after some previous sales, into the hands of Captain George Miles of Erie. This was on June 11, 1835. Her ultimate history is thus recorded by Mr. Severance.

"On December 9, 1857, Captain Miles sold his interest in the *Lawrence* and *Niagara* to Leander Dobbins of Erie for 'two hundred dollars to me in hand paid', though this may have been a partial payment. For some years the *Lawrence* was the easy prey of relic-hunters. In 1860, at the time of the dedication of the Perry monument in Cleveland, several timbers were taken from the wreck of the *Lawrence*. Hand-some armchairs were made from them, one being sent to Dr. Usher Parsons, who had served as surgeon on board the *Lawrence* in the great battle; one was sent to the president of the Perry Monument Association, in Cleveland; and another became the property of Captain Stephen Champlin at his home in Buffalo. Several large fragments, taken from the hull at this time, are now in the museum of the Buffalo Historical Society. For several years the making of '*Lawrence* canes' was a profitable industry in Erie.

"In 1875 Mr. Dobbins placed the *Lawrence* in the hands of John Dunlap, Thomas J. Viers and Rush Warner for exhibition at the Centennial and ultimate dispersal in souvenirs, but the speculation was unsuccessful."

Eventually in 1876 the *Lawrence* was sold at sheriff's sale, and later became the property of Rush Warner and a Mr. Adams. "In a gradual and ignominious dispersal in fragments, possibly even without the dignity of identified relics, Perry's gallant flagship passed out of existence."

(13) Beloit College was conceived in the state room of Stephen Peet during a passage of the lake steamer *Chesapeake* in the late 30's. It was a decade later before the college was chartered in February 2, 1846. In June of that year the corner stone of the first building was laid within a few days of the time that the *Chesapeake* went down off of Conneaut after a collision with the schooner *Porter*. We are very anxious to locate all possible information on the *Chesapeake* and especially pictures of her if any exist.

—Clarence S. Paine, Director  
Beloit College Libraries

(14) According to an article, the *Spokane* was wrecked on Lake Superior in 1908. She was the first steel hulled ore-carrier in the lakes, if you recall. She was tied up south of Port Huron in the middle thirties, and I was wondering if this steamer was the original *Spokane*. If I remember correctly, this ship was towed to Detroit and broken up. Was she recovered and taken over by other interests or what?

(15) What ever happened to the *Sparta*? She was wrecked on Picture Rock on Lake Superior in the November 11th storm of 1941. She was later salvaged by Captain John Roen and taken to his shipyard. Is she still there or has she been scrapped?

(16) In another article, the conversion of the lake steamer *William F. Fitch* at New Orleans was related. She was taken over by the army as a repair ship in the Pacific during the war. This article stated that she was among five taken down the Mississippi for this conversion. What were the other four old Great Lakes carriers?

—William J. Luke  
Adrian, Michigan.



## Book Reviews

MEMORIES OF THE LAKES, by Dana Thomas Bowen. Daytona Beach, Florida, D. T. Bowen, 1946. \$4.50.

Dana Bowen, pioneer member of the Great Lakes Historical Society and one-time sailor on the lakes, has been so intimately and widely acquainted with the men of the lakes over a period of years that he seems to have inherited their flair for telling stories. His first book *Lore of the Lakes* was an instant success with its fascinating retelling of historic tales of Great Lakes ships. Great Lakes enthusiasts will be equally pleased with Mr. Bowen's entirely new scrapbook collection of the most interesting stories of windjammers, whalebacks, and sidewheelers gathered from all available old records and from many interviews with old sailors.

Each tale, written with careful attention to details and in the language of the men of the lakes, has the delightful nostalgic appeal of now vanished ships with their carved figures atop the pilot house, quaint walking beams, and ornate woodwork.

This charm is enhanced by the extensive pictorial section containing pictures of famous Great Lakes ships carefully selected from the author's large collection.

One of the most fascinating incidents related concerns the pirate raid in 1864 of the sidewheeler *Philo Parsons* near Cedar Point by Southern sympathizers from Canada who planned to liberate the Confederate prisoners on Johnson's Island and then raid the lake ports. Unfortunately — for them — news leaked out and the U. S. gunboat *Michigan* forced the "pirates" to turn back to Canada.

Another unusual story features a runaway ship. One night in early spring while all her crew were ashore the schooner *Lithophone* "quietly parted her lines and slowly swung away from her dock as neatly as though her crew were in their accustomed places." It was two days and nights before the windjammer was finally located by her crew.

Other highlights of Great Lakes lore treated here include the foundering of the *Western Reserve*, the "1905 Blow," the history of the whalebacks, and the descriptions of the famous "Triplets" — the identical ships named *India*, *China* and *Japan*. This last story was first printed in the January 1945 issue of *INLAND SEAS*.

Not only is this book highly readable but the nearly five hundred ships mentioned, the list of whalebacks, tables of distances between points on the lakes, and the chapter on "Great Lakes Firsts" make this a handy reference book.

D. W. H.

INTER-LAKE YACHTING DOWN THROUGH THE AGES, by Theo G. Seemeyer, Jr. (In *Aviation and Yachting*, August 1946, p. 13, 16, illustrations, portrait).

This is a brief sketch of the Inter-Lake Yachting Association from its foundation in 1885 to its present status as an organization numbering fifty-four yacht clubs whose membership is 14,679. Out of that organization came the annual regatta held at Put-in-Bay, Ohio. Some memorable events are associated with this: history's first motorboat race at the 1899 regatta, and the first public demonstration of voice transmission out of which grew the field of electronics. The first official outboard race was in 1896. G.W.T.

A TRIP FROM NEW YORK TO THE FALLS OF ST. ANTHONY IN 1845, by Nathaniel Fish Moore. University of Chicago Press, 1946. \$2.75.

Although this diary was intended for personal reference only, it is a narrative rather than a series of telegraphic reminders. Moore not only preserves in brief the scenes of the moment with detail sufficient for his personal recollection, but, surprisingly, with enough interest to engage the attention of readers who were never intended to see this record.

An astonishing fact emphasized by the existence of the account itself is that as early as the 1840's tours to the West via the Great Lakes and the upper reaches of the Mississippi were established. People in sufficient numbers to make it profitable for carriers tolerated extreme inconvenience in order to see the country, and for the sake of travel put up with roads, conveyances, food, and hostleries that in looking back we find scarcely credible.

The record is impersonal, and in that respect itself reveals the author's character. As a college professor and president of the nineteenth century he had an eye for the "instructive," and he desired to mingle only with persons who could impart information or accord him conversation and society appropriate to his own dignity and aloofness. He showed little inclination to rub shoulders with people whose station in life was less couth than his own. He lacked appreciation of such minor arts as original and inventive profanity. The nineteenth century counterparts of Duke Ellington and Krupa made no appeal to his refined senses, and the raucous enthusiasm of the bands aboard the river boats offended his ears.

As an informal record of early America there is much of interest, the navigation of the Mississippi, the growth of towns, the Mormon activity, wild life, the sort of people encountered in travel, and the encroachments of civilization on the wilderness. To readers of *INLAND SEAS* it will be of interest that Dr. Moore embarked at Buffalo for Detroit on the steamer *Great Western*, the first boat on the Great Lakes with cabins on the main deck. From Detroit he crossed Michigan by rail and stagecoach and sailed from St. Joseph on the steamer *Champion*, built by Captains E. B. Ward and Sam Ward, to Chicago. Since it was the propitious month of August, 1845 the author "reflected with pleasure" that, "one could not wish for finer weather than I had on both Erie and Michigan." A detail of exceptional interest is the source of Lincoln's remark about Admiral



Porter in the Civil War; Moore gives it as a Kentucky saying that a good river captain will take his boat wherever the ground is slightly damp.

This slender volume has an excellent introduction by the editors, Stanley Pargellis and Ruth Latham Butler and the detailed annotations are full of additional information on nineteenth century travel. It is illustrated with attractive contemporary scenes.

CHARLES S. HACKETT

**MOTORBOATS, THEIR CARE AND HANDLING**, by Winthrop P. Moore. New York, Dodd, Mead & Company, 1946. \$3.75.

This is the most practical book on motorboats imaginable, similar in its treatment to the author's earlier book, *Yachts, Their Care and Handling*. It starts with selection, with hints as to what to look for, and a reminder that in any harbor, one of the unfailing topics of conversation is boats. A new boat is discussed and rated as no automobile is.

How to choose a yacht club is a topic little handled in print, but one as to which the unwary may make serious mistakes. Care of the boat, road rules and government regulations, types of anchors, elements of piloting and navigation, knots and splices, use of radio telephones, and seafaring language are some of the chapters. An appendix gives a useful list of supplies necessary in cruising.

This is the kind of book that is not merely to be read, but kept on hand and consulted. The one criticism to be made is the fewness of the plans and illustrations.

G.W.T.

**THIS IS ONTARIO**, by Katherine Hale [pseud. of Amelia Beers Garvin] Photographs by Sir Ellsworth Flavelle. Toronto, The Ryerson Press, 1946. \$2.50.

Travel by automobile is too often regarded not as an end in itself but merely as a rather commonplace means to an end — something which it is necessary to go through in order to get where one wishes to be, whether for business or pleasure. But to the person who is keenly aware of his surroundings and alive to the richness of the past it becomes an art in its own right, to be thoroughly enjoyed and appreciated. The author of this book sees much to which the average tourist is blind, and her interests are genuine and varied. To share her experience, therefore, is very rewarding.

She records here a series of leisurely trips in the province of Ontario which she took with various companions during the course of a summer. These include tours by motor car along the shores of Lakes Erie, Ontario, and Huron, the valleys of the Ottawa, St. Lawrence, and Grand Rivers, as well as other inland routes, each with a distinct character and mood of its own. Another takes us by ferry to Manitoulin Island and thence by steamship through the Sault and across Lake Superior to Port William and Port Arthur. Cities, landscapes, buildings, and historic sites are described in some detail; we are given intimate glimpses of the people, their way of life, their industries, etc.; there are colorful bits of local history, and information concerning the origin of place names. The result is a fascinating narrative which, though adhering to fact, has much of the quality of poetry and romance.



The book was originally published in 1937, but this new edition shows ample evidence of being brought down to date. One regrets only that it does not cover more ground. Although we are frequently taken off the beaten path, the subject matter is limited largely to places that are relatively easily accessible. Many areas of infinite beauty, away from the lake shores and the principal rivers and highways, are virtually untouched, even in southern Ontario. That vast and alluring country far to the north of the Great Lakes region, which holds in store such infinite possibilities for the future, is dismissed in a single paragraph. But the book does not aim to be a systematic survey or a complete source of information. Rather, it is a travel book in the strict sense of the word, to be read and enjoyed. In this, her intention, the author succeeds well. J.W.B.

**YOUR NEW BOAT**, edited by the staff of Yachting Magazine, with an introduction by Herbert L. Stone. New York, Simon and Schuster, 1946. \$3.95.

This is no question of canoes or rowboats, but of cruisers and sailing vessels. The opening chapters read as if the book is meant for people with six-figure incomes, but soon it gets down to the reach of the average pocketbook, with advice about Moths, International 14's, Comets and so on up. Motor boats and dinghies have special chapters. The writers have kept sufficiently up with the times to include the recent "Thistle" make.

The illustrations and plans are abundant and helpful. The whole book is eminently practical, perhaps more for the boatbuilder, but also of interest to the owner who likes to supervise what he is getting. G.W.T.

**HOW TO SAIL**, by Carl D. Lane. New York, W. W. Norton & Company, Inc., 1947. \$3.00.

The author of *The Boatman's Manual* now supplements it by "a complete handbook of the art of sailing for the novice and the old hand." This is intended to help the beginner and is limited to sailing, with some elementary information for the owner of a first boat. The two books together "should enable the rankest amateur to master the subject of sailing sufficiently well to embark upon any inland or coastwise voyage . . ."

Beginning with a discussion of the various types of sailboats, suggestions for purchase, and advice on charges, the author starts the new owner off with a "salty vocabulary," and full directions and explanations on how to commission the boat. This is followed by chapters on sailing: on the wind, off the wind, before the wind, too much wind, too little wind; making and carrying sail, setting the course, and mooring, docking and maneuvering.

An important feature is the many small diagrams which illustrate each point. The book is written in an easy, clear style, much as if the author were talking to the reader as a friend.

An earlier work by Mr. Lane which readers of *INLAND SEAS* will not want to miss is *American Paddle Steamboats*. This really beautiful book records in pictures and text the story of paddle steamboats in America and their importance

in nineteenth century transportation. The history of paddle boats in the East, Middle West, and Far West, is given in the first part; the second shows individual boats and facsimiles of advertising broadsides.

L.M.B.

STATEMENT OF THE OWNERSHIP, MANAGEMENT, CIRCULATION, ETC.,  
REQUIRED BY THE ACTS OF CONGRESS OF AUGUST 24, 1912, AND MARCH 3, 1933.

Of INLAND SEAS published Quarterly  
at Cleveland, Ohio for October 1, 1946

State of Ohio } ss.  
County of Cuyahoga }

Before me, a Notary Public in and for the State and county aforesaid, personally appeared Donna L. Root, who, having been duly sworn according to law, deposes and says that she is the managing editor of the INLAND SEAS and that the following is, to the best of her knowledge and belief, a true statement of the ownership, management (and if a daily paper, the circulation), etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912, as amended by the Act of March 3, 1933, embodied in section 537, Postal Laws and Regulation, printed on the reverse of this form, to wit:

1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Great Lakes Historical Society, 325 Superior Avenue, Cleveland 14, Ohio.

Editor, Fred Landon, University of Western Ontario, London, Ontario.

Managing Editor, Donna L. Root, 325 Superior Avenue, Cleveland 14, Ohio

Business Managers, None

2. That the owner is: (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding one per cent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a firm, company, or other unincorporated concern, its name and address, as well as those of each individual member, must be given.)

Great Lakes Historical Society 325 Superior Avenue, Cleveland 14, Ohio

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of total amount of bonds, mortgages, or other securities are: (If there are none, so state.)  
None

4. That the two paragraphs next above, giving the names of the owners, stockholders, and security holders, if any, contain not only the list of stockholders and security holders as they appear upon the books of the company but also, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting, if given; also that the said two paragraphs contain statements embracing affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner; and this affiant has no reason to believe that any other person, association, or corporation has any interest direct or indirect in the said stock, bonds, or other securities than as so stated by him.

5. That the average number of copies of each issue of this publication sold or distributed through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is

(This information is required from Daily, Weekly, Semi-weekly and Tri-weekly publications only.)

DONNA L. ROOT

Managing Editor

Sworn to and subscribed before me this 30th day of September 1946.

[SEAL]

LEO P. JOHNSON

Notary Public

(My commission expires Nov. 9th 1948)